CYCLE NEWS®

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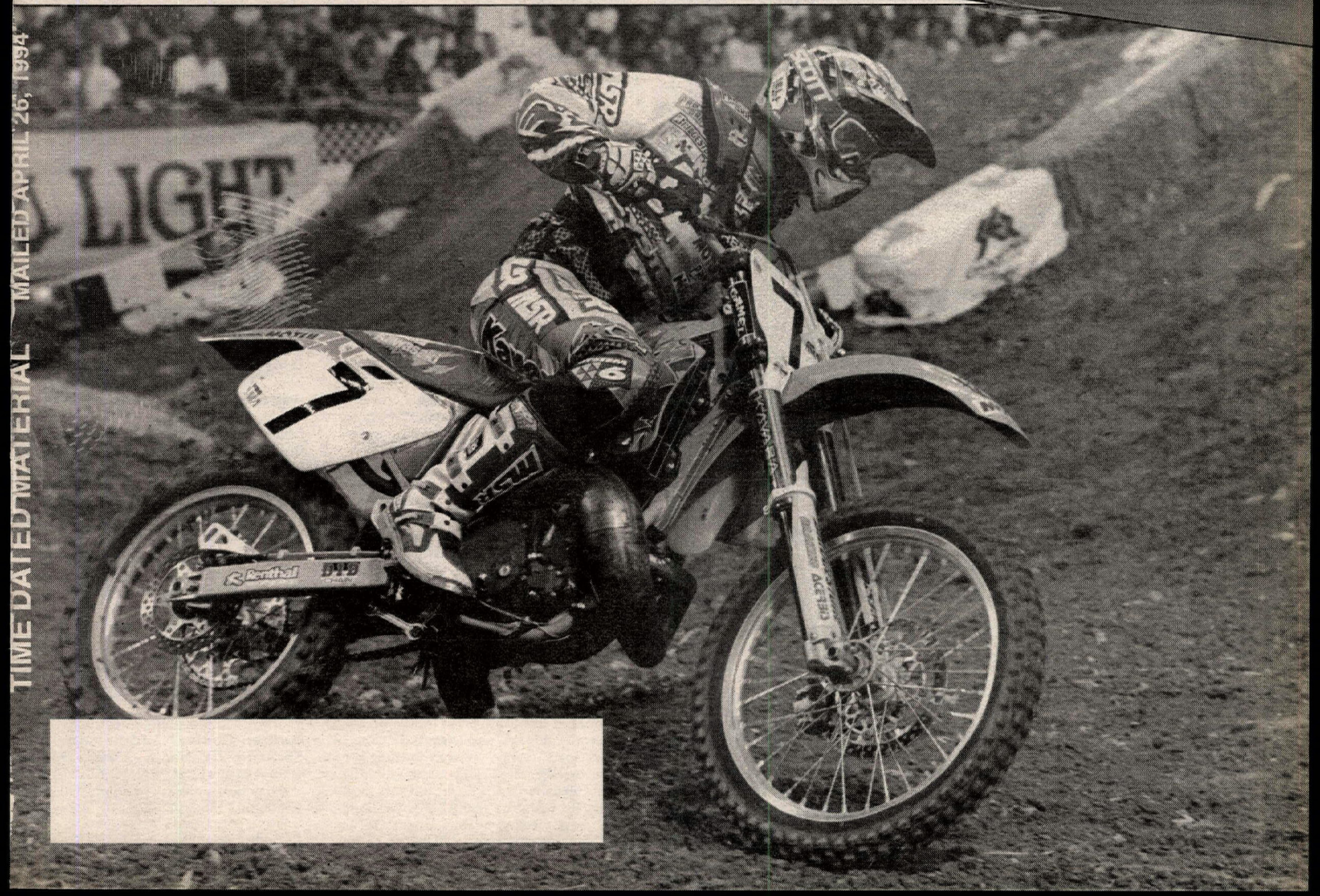
WERA PRO SERIES OPENER

Sadowski storms Road Atlanta

DALLAS SUPERCROSS

McGrath/Kiedrowski collide - LaRocco wins



TIME DATED MATERIAL MAILED APRIL 26, 1994

Ty Davis (Kaw) won round three of the AMA National Championship Reliability Enduro Series in Minden, Nevada, on April 23-24. **Danny Hamel** (Kaw) was second overall while **Rodney Smith** (Suz) and **Larry Roeseler** (Kaw) tied for third overall with identical scores; **Greg Zitterkopf** (KTM) was fifth.

Englishman **Doug Lampkin** (Bet) scored his first-ever win at round two of the World Championship Observed Trails Series, held at Hoghton Towers, England, on May 24. For Lampkin, the son of 1975 World Champion **Martin Lampkin**, the win was extremely popular - he topped all of the top Spanish riders, in his home country. **Marc Colomer** (Bet) was second, while **Jordi Tarres** (G-G), **Joan Pons** (G-D) and **Angel Garcia** (G-G) rounded out the top five. First-round winner Tarres continues to lead the series point standings with 35 points. Colomer is second with 32, and Lampkin moved into third with 28.

Fred Andrews (Yam) won round four of the AMA Grand National Cross Country Championship in Brownsville, Pennsylvania, April 24. Finishing second was **Scott Plessinger** (KTM), with **Thomas Norton** (Kaw) in third. **Doug Blackwell** (Kaw) and **Duane Conner** (Yam) were fourth and fifth, respectively.

Belgian **Stefan Everts** (Kaw) aced both motos of the third 250cc World Motocross Championship round in Montevarchi, Italy, on April 24. South Africa's **Greg Albertyn** (Suz) was second overall with 2-3 moto scores, and American **Tyson Vohland** (Hon) finished third. Rounding out the top five finishers were Brit **Rob Herring** (Kaw) and Frenchman **Frederic Bolley** (Yam).

Four-strokes ruled round two of the 500cc World Motocross Championship in Sittendorf, Austria, on April 24, where the Vertemati team scored its first overall win. Belgian **Joel Smets** (Ver) did the honors by topping both motos, and fellow countryman **Jacky Martens** (Hus) was second on another four-stroke. Swede **Marcus Hansson** (Hon) was third ahead of Austrian **Siegfried Bauer** (Kaw) and Dutchman **Gert Jan Van Doorn** (Hon).

New Zealand's **Darryl King** was back on a Kawasaki in Austria, after crashing his Honda at the first round. "I wasn't happy with the Honda," he said. "I've ridden Kawasakis for eight years, and the crash I had at Switzerland would never have happened on a Kawa." King is using bikes which were originally bought for fellow De Ring team member **Rudi Van Leeuwen**, and have been idle since the Belgian decided to stay on Hondas.

Ron Lechien failed to show at the 500cc GP in Austria, despite the fact that a hotel had reservations under his name. Organizers had not been notified of his withdrawal from the race.

Austrian **Karl Sulzer** will miss the next two 500cc GPs in Ireland and England, as he recovers from the broken leg he suffered at the start of the season. "I have never scored any points in the British sand GPs anyway," he said. When he returns, Sulzer will be riding with a small "1/2" symbol next to the "11" on his number plates. "Eleven is my unlucky number," Sulzer explained. "I've had 11 four times, and every time I crashed and hurt myself."

The April 23 Valvoline/Krager Auto Parts **Sacramento Mile** in Sacramento, California, was **rained out** and **rescheduled** for April 30. "It was a tough weekend," said event promoter Chris Agajanian. "We saw that the rain wasn't going to let up, so we called the race early in the day, rather than make everyone hang around until midnight trying to get the race run." All tickets will be honored at the resheduled event. For more information call: 916/920-2760.

Due to the cancellation of the **Sacramento Mile**, all of the Grand National Championship competitors found themselves with nothing to do. While nearby Valley Springs, California, resident **Chris Carr** was able to simply drive home, most of the racers had to scramble to change their travel plans. "Well, it looks like we're spending a week in Cali," said four-time Grand National Champion **Scott Parker**, who headed for the nearby shopping mall to get out of the rain. "I'll just have to change my plane tickets and find a place to stay." Parker looked 10 years younger at Sacramento, as he'd shaved off his familiar moustache and appeared much leaner than he did towards the end of last season. "I couldn't figure it out for a whole day," said Parker's former Harley-Davidson teammate and Michigan neighbor, **Kevin Atherton**. "I couldn't figure out why he looked so different! He's had that moustache for as long as I can remember." We predict that Parker's new look is a sign of a rejeuvenated attitude, and of his determination to win his fifth championship.

Schwantz wins Japanese Grand Prix

Suzuka and Schwantz - the two seem to go hand in hand. World Champion Kevin Schwantz (right) won his first 500cc Grand Prix of the 1994 season at the Suzuka Circuit in Suzuka, Japan, on April 24, marking the fourth time in the last seven years that the Texan and his Suzuki have won the Japanese GP.

Schwantz finished 3.474 seconds ahead of HRC's Mick Doohan with the Australian's teammate Shinichi Itoh completing the winner's rostrum via his third-place finish. Pole-sitter Luca Cadalora and the Marlboro Yamaha finished fourth, with Schwantz's teammate Alex Barros finishing fifth. Yamaha's Toshihiko Honma, HRC's Alex Criville, Ducados Honda's Alberto Puig, and Cagiva's John Kocinski and Doug Chandler rounded out the top 10 finishers.

Japanese teenager Norifumi Abe, a wild-card rider on a Honda NSR500, had been disputing the lead with Schwantz before crashing in the closing stages of the race. Schwantz broke the lap record twice in the race; on the sixth lap while coming back from a mediocre start, and again on the 17th go-round.

Doohan's second-place finish vaults him past Kocinski and into the lead in the World Championship point standings. Doohan now has 61 points to Kocinski's 52, with Schwantz's 48 points putting him third in the series standings.

The 250cc Japanese Grand Prix was won by Japan's Tadayuki Okada. The Kanemoto Honda rider topped Marlboro Team Pileri Honda's Loris Capirossi by a scant .128-of-a-second in the 19-lap, 69-mile race, with HRC test rider Tohru Ukawa finishing third, just behind Capirossi. World Championship leader Max Biaggi finished fourth on the Chesterfield Aprilia, with Honda's T. Aoki finishing fifth.

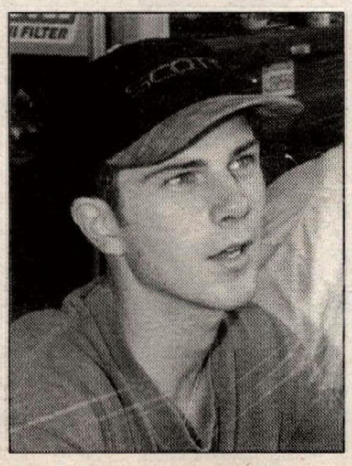
AMA 250cc Grand Prix Champion Jimmy Filice was involved in a three-rider crash on the opening lap of the Grand Prix; fortunately, the Marlboro Rainey Yamaha rider was uninjured. "I got a great start and was right with (Tetsuya) Harada going into turn one. I guess I was 12th at least," said Filice, who started from 17th on the grid. "But then it looked like (Adrien) Bosshard grabbed too much front brake or ran onto a white line. He went down, collected (Wilco) Zeelenberg and then me. It was a great shame. I wanted a result here bad."

Biaggi's point lead has been cut to seven points, with the Italian now leading Okada, 63-56. Capirossi is third in the standings with 52 points.

The 125cc GP was won by FCC Technical Sports' Takeshi Tsujimura with the Honda rider beating countryman Kinya Sakata and the factory Aprilia by only .670-of-a-second. Japan's H. Nakajyo finished third on a Honda, with Marlboro Aprilia Eckl's Peter Oettl and Elf Team Kepla Honda's Akira Saito filling up the top five.

Sakata leads the World Championship by 29 points over Tsujimura, 65-36. Noburu Ueda, a non-finisher in Japan, is third with 34 points. World Champion Dirk Raudies is 12th in the point standings after not finishing the race in Japan.

Cycle News Rider of the Month: Ezra Lusk



The year may be just one third over, but one AMA title has already been decided. At the April 23 Dallas Supercross, Team Suzuki's Ezra Lusk became the first rider of 1994 to win an AMA National Championship - the 125cc Eastern Regional Supercross Championship. "Yogi" didn't win at Dallas; that honor went to teammate Jimmy Button. In fact, Lusk didn't win either of the two April rounds, but after topping five of the first six events, Lusk hung on and did what it took to put the finishing touches on the series title.

As the first AMA champion of '94, Lusk is our pick for the April rider of the month. With one round of the 125cc National Championship MX Series completed, the Georgian is currently tied for second in the point standings and should be a threat for that title as well.

After the cancellation of the Sacramento Mile, **Will Davis** found himself with a tough decision to make. "My wife, Rhonda, is due to give birth to our first baby in two weeks," said the likeable North Carolinan. "She's gonna go to see the doctor on Tuesday, and depending on what he tells her, I may or may not stay for the race." After finishing fifth at the season-opening Daytona Short Track, Davis was anxious to take to the track aboard his new A&R Racing Honda RS750. "Well, I may just have to wait until the Pomona Half Mile to try her out," he said.

Two people who weren't disappointed with the rescheduling of the Sacramento Mile were Team Undo's **Johnny Goad** and Grand National Champion **Ricky Graham**. After reaching an agreement only one week before the race, both Goad and Graham found themselves scrambling to prepare for the race. Goad was required to prepare a fourth machine for Graham in short order, as the other three bikes were already readied for **Larry Pergam** and **Brett Landes**. "I was supposed to put the bike together on Thursday night at the California race shop, but my truck broke down on the way to California and I was a day late," said Goad. "When we were putting the bike together late Friday night, I told the man upstairs that if he would just let it rain, I'd really be ready." For Graham, the extra week gives him time to focus on the task at hand. "Things came together for Johnny and I so late that I was a bit unprepared," said Graham. "This week will give me some extra time to get pumped up." This week, Graham and his trainer, **Danny Malfatti**, plan to take to the hills in Coalinga, California, aboard their motocross bikes in order to prepare for the first 750cc race of the series. "I'm going to do all of the same things that I did last year," said Graham. "I have a good feeling about this season."

Scheduled for May 1 at Perris Raceway in Perris, California, the 24th Annual **El Trail de Espana** will feature many spectator-friendly Expert class exhibition sections. Several of the nation's top trials riders will be on hand for the event that raises funds for the United States Trial des Nations team. Competition begins at 9:00 a.m., and the Expert exhibition is scheduled to begin at 1:30 p.m. Two new motorcycles - one Montesa and one Gas-Gas - are included amongst the impressive list of prizes to be raffled off. For more information call: 213/259-6631.

Also scheduled to be on hand at the May 1 **El Trail de Espana** is former World Championship Series competitor **Andreu Codina**. Additionally, the Spaniard will conduct a **trials riding school** at Perris Raceway on April 30, the day before the event. Interested parties should call: 714/642-6414.

For those who like to make plans far in

advance, the FIM has released a provisional calendar for the 1995 World Championship MX Series, including locations for the next five **Motocross des Nations** events. The '95 GP calendar includes a U.S. round of the World Championship 250cc MX Series to be held in July. The track itself has not yet been determined. It looks as though we'll have to wait until 1999 before the U.S. hosts another MX des Nations race. Next year, the MX des Nations will be held in Slovakia, followed by Spain in 1996, Belgium in 1997, and Great Britain in 1998. The last time the U.S. hosted the MX des Nations was in 1988 at Unadilla. This year's MX des Nations will be held in Roggenburg, Switzerland on September 11.

Dan Rouit of the Clovis, California, **Dan Rouit Flat Track Museum** called to let us know that they'll be hosting an open house on Sunday, May 8, from 10:00 a.m. to 5:00 p.m. Sponsored by Rod Lake Racing and Ken and Jeanine Thiebaud, the open house will feature Dick Mann's Goldstar, Gary Nixon's Triumph, Jim Rice's Rocket 3, Bubba Shobert's indoor Honda, with many other vintage machines on display, and will conveniently take place the day after the Hanford vintage swap meet. Fore more information, call: 209/291-2242 or 209/297-8096.

Multi-time Women's Motocross Champion **Mercedes Gonzales** made her mountain bike racing debut at Castaic Park in Castaic, California on April 17. The nine-mile course featured numerous climbs, some of which were very steep, mixed in with fast, downhill fire road and single-track sections. Ever the motocrosser, Gonzales powered off the line with the holeshot and led the way until she reached the first big uphill. "Man, what an experience. Everyone told me that getting the holeshot in a bike race doesn't matter, but I couldn't help myself," said Gonzales, who finished an impressive fifth. "I'm definitely not in bicycling shape, but I'll tell 'ya - I was rippin' on those downhills."

Here's a chance to help a fellow motorcycle enthusiast. The San Bernardino, California, **Sheriff's Department** has learned that a male road racer may have been car-jacked in Corning, California, in late May of 1993. Authorities have information that a Caucasian in his early-to-mid 40s, with brown or reddish hair, may have been the victim. According to their information, the man had been driving a white Ford van - probably with out-of-state plates - and carrying a street bike with number plates, along with protective gear. From Corning, he was allegedly forced to take his abductors south to either Lancaster or Bakersfield, where he may have been robbed of approximately $2000. Such a crime was never reported, and authorities don't know if the man was murdered or if he was threatened not to report the incident. The Sheriff's Department has arrested five men, who are in custody for murder, and would like your help in identifying the victim. If you have any information, call Detective Bob Acevedo at 909/387-3589.

Sonoma, California's **Sears Point Raceway** has undergone a major facelift that includes a new 62-foot tall, four-sided lap and leader board, an all-new 2000 square foot medical/meeting facility, and a Unocal gas station in the paddock area. The upgrades are the initial components of a multi-year track improvement plan, and several additional cosmetic changes are in the works. For more information call: 707/938-8448, ext. 107.

The **County of Santa Clara Motorcycle Park** in Northern California is currently recruiting volunteer off-road patrol members to assist park rangers with patrols of the 600-acre park. Volunteers must be proficient off-highway vehicle riders, and must possess current American Red Cross Standard or Community First Aid certificates. Volunteers must be willing to patrol a minimum of two scheduled four-hour shifts per month, attend patrol meetings, and must provide their own riding gear. For more information, call: 408/226-5223.

The **Southern California Flat Track Association** is now holding its flat track events in conjunction with the Southern Califiornia Modified Midget Association at Glen Helen Raceway in San Bernadino, California. The motorcycles will be racing during the modified midget series, which is scheduled to run on Saturday nights throughout the summer. **Jim Rosa** was the winner of the first SCFTA Expert main event of the series on April 23, with **Dennis Voll** finishing second and **Dennis Briggs** third. For more information on the series contact Voll at: 714/956-0556.

The Senate Commerce, Science and Transportation Committee conducted a hearing April 21 on the nomination of **Dr. Ricardo Martinez** to head the National Highway Traffic Safety Administration, according to the Motorcycle Industry Council. Martinez, a medical doctor, presently is associate director of the Emory University Center for Injury Control in Atlanta. He is also an associate professor of emergency medicine, focusing on motor vehicle crash injuries and trauma care systems. The White House announced the appointment in December, 1993, but delayed formal nomination until February 23. The post of NHTSA administrator has been vacant for well over a year. Once the committee approves the nomination, it must go to the full Senate for a vote. Confirmation is expected.

The U.S. Forest Service has named **Steve Deitemeyer** to head the newly created Recreation and Public Service Team of the Rocky Mountain Region. For the past three years Deitemeyer served as assistant director of recreation management in the Washington, D.C. headquarters of the Forest Service. In the new position, Deitemeyer will be responsible for operation, planning and management of all recreation activities, including off-highway vehicles, in National Forests in the five-state region. He is expected to move to the new post, in the Denver area, May 1.

The **Motorcycle Asphalt Racing Series** (MARS) returns to Myrtle Beach Speedway in Myrtle Beach, North Carolina, for the fifth running of the Grand Strand Championship Half-Mile on May 21. MARS Champion **Will Davis** is scheduled to compete.

According to the AMA's director of member activities, the **Women's International Motorsport Association**, Inc.'s Ladies Motocross World Cup scheduled for Oklahoma's Motorcycle Raceway, Oklahoma City, on May 29, is no longer AMA sanctioned and therefore not FIM affiliated. Fleming says the change came at the request of the WIMSA organization. WIMSA says they will sanction the event themselves and that "this action is in the best interests of all women motocross racers worldwide and will result in reduced entry fees."

John "Jack" Dominick, 51, a partner with his wife Judy, Tim O'Sullivan, and Don and Ron Hough in Mile Hi Motorsports, a performance shop in Boulder, Colorado, died on April 17. Dominick owned Yamaha South from 1973 to 1978 before working as a district manager for the Yamaha Motor Corp and again as a dealer with Boulder Yamaha from 1984 to 1993. Dominick is survived by his wife Judy, daughter Laina, son John, mother Theresa, and brother Donald.

According to the Orange County (California) Register, Penske Speedway Inc., part of the business empire of **Roger Penske**, and Kaiser Resources Inc., an emerging environmental resources company, jointly announced an agreement to develop **The California Speedway** in the city of Fontana, California. Plans call for a track to be built on approximately 500 acres of Kaiser's former steel-manufacturing mill site near the interesection of interstates 10 and 15, not far from Ontario, California.

According to former racer Jody Nicholas, **Herbert W. Neas**, 64, died on November 25, 1993. Neas, a German immigrant, was shop foreman at BSA in the mid-1950s, buiding the BSA Gold Star and other model BSA road racers ridden by **Dick Mann**, Nicholas and others. When BSA went out of business in 1974, Neas went to the motorcycle division at BMW of North America where he stayed until 1986. He then transferred to the automobile division at BMW and remained there until retiring in 1992. Neas is survived by his wife Mary, a daughter Marianne, a son Harry, a son-in-law John, a grandson Nicholas and his mother Frieda.

So far, 24 countries will be represented at the September 20-25 **International Six Days Enduro** in Tulsa, Oklahoma, at the Zink Ranch.

Victory Sports Racing will be conducting an AMA-sanctioned **4-Stroke National Motocross Series**, beginning May 14-15 at Muddy Creek Raceway in Blountville, Tennessee. This will be a seven-race series, the first year with the events being run in conjunction with already scheduled Victory Sports Racing Events. For more details call 615/323-5497.

AUTOGRAPH SIGNING: At Lynnwood Yamaha, in Lynnwood, Washington on May 6 from 6:30 p.m. to 8:00 p.m. Team Yamaha MXers Jeff Emig and Mike Craig are scheduled to appear. For more information call 206/774-0505.

RESCHEDULED: The Craig Briehan Memorial Motocross, to April 30 at Southern California's Carlsbad Raceway. In addition, a warm-up race for the Commotion by the Ocean race will be held on May 7. At the warm-up, those

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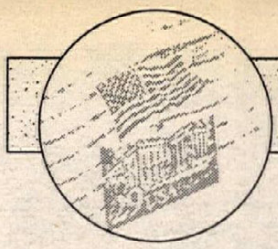


VOICES
Letters to the editor

Missing MX "works" bikes

I agree completely with Kit Palmer's article (Day Six, Issue #13 - April 6) about having a "works bike" open class for four-strokes. I really miss the factory motocross bikes of the 1970s and early 1980s. If you look at a motocross bike now and a bike that's five-years-old, they look the same.

I remember going to Carlsbad for the 1971 Trans-AMA and, except for the factory Suzukis, you could get right next to the factory bikes. Maybe with a new "open four-stroke" class, they could also make the pits more accessible than today so the paying spectator could get a close look at the bikes.

Glenn Butler
Prattville, AL

Right now, the closest thing we have to a National-status "works bike" four-stroke class is the six-race Sound of Thunder Four-Stroke Series, which gets underway in conjunction with the Hangtown National, the second round of the AMA National Championship 125/250cc MX Series in Sacramento, California, on May 1. Check out our Calendar section for dates and locations of the other five rounds...Editor

No Yanks

When reading your coverage of the AMA National Road Race at Pomona, I realized that there was not a single rider from the U.S.A. on the podium. I was wondering if this had ever happened before? If so, how long ago was it? Now we know how the Europeans must have felt when Americans filled their podiums for the 500cc Grands Prix.

It is also good to see that you have finally decided to cover the Observed Trials Nationals outside of California. Trials seemed to be the only type of competition that you did not cover. It's good that you've decided that trials is a legitimate form of motorcycle competition.

Layne Davis
Palouse, WA

According to AMA public relations man Pat Murphy, the one-two-three finishes by Australian Troy Corser, Japan's Takahiro Sohwa and Canadian Steve Crevier at Pomona marked the first time that foreigners have filled an AMA National Road Race podium...Editor.

Thanks for bravado

I would just like to say thank you to all the riders who braved the Pomona Fairplex parking lot. The spectators were given some great racing and I'm glad the riders put on such a good show.

The spectators had to endure such inconviences like the quality of food, a 45-minute wait at the gate and some uncomfortable seating. But I think, all in all, it was a good day. This just goes to show that Southern California needs a real race track. We haven't had one since Ontario Motor Speedway and Riverside International Raceway.

Steve and Marcea Heck
Lake Forest, CA

More on Pomona

I want to thank the AMA for finally realizing that Southern California deserved an AMA National Superbike event. But shame on you. To hold an event of this caliber in a parking lot is really bush league! The riders were at great risk of being injured. Judging by what I saw on Saturday at the riders meeting, and your uncompromising stand, it seemed to me that you didn't give a damn. One row of hay bales in front of a concrete barrier or telephone pole doesn't seem safe to me. Fifty yards of run-off in a 100 mph corner to a chain-link fence sounds a bit dangerous - don't you think?

Two years of planning should have produced something better than this.

Greg Patino
Cypress, CA

And finally...

I just finished reading *Cycle News'* coverage of the Pomona Superbike race. As an AMA member and an avid road racing fan, I can't help but be concerned and disturbed about the state of AMA racing.

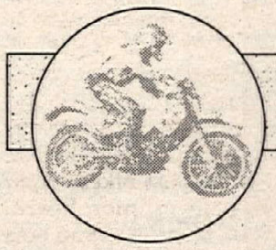
Many fans of road racing want to attend safe events. In fact, the tragedies of the past couple of years have made me question whether I should continue my support (I attended five AMA Superbike races last year and watched the rest on TV). I have often pondered this question over the past year or so: "Should we pay to encourage guys to kill or maim themselves?" No definitive answer has occurred to me, but the AMA could surely help me with the answer by committing itself to safe racing and safe venues, not simply racing and venues. There is plenty of evidence, besides Pomona, that this commitment is lacking.

Last year's race at Charlotte was a fiasco from a safety perspective. My friends and I attended Sunday's finals and before the race was flagged off, we were all commenting about the inadequate number of hay bales (forget about air fences, they were no where to be seen), especially at the exit from the turn leaving the infield and going onto the banking. Once we saw a few bikes go through the corner, we knew the danger was even greater than it initially appeared - because of a bump that compressed suspensions just at the point where throttles were whacked open for the drive onto the banking. We crossed our fingers and hoped for the best.

It took two horrible-looking crashes into the wall at the exit from that turn before enough hay bales were in place. Without the extra hay bales, Miguel DuHamel would have probably been seriously inured when his "big crash" occurred during the superbike race. As it was, Tom Kipp was seriously injured, and a year later, he still isn't back in top form. Why hadn't the AMA, and for that matter the teams and riders, learned anything from what happened to Gary Cowan, who was paralyzed at Daytona a few years back in a similar crash.

Last year's Phoenix race was also handled badly by the AMA. No one ever wants to race more than Jimmy Filice, but when he told the AMA that the Phoenix surface was unsafe in the wet, his judgment and motives were questioned. The AMA, the other riders, and the teams should have listened to Filice. It might have prevented the dangerous circus that masqueraded as a Harley 883 race. Last summer, when I mentioned these problems to an AMA official at Road America, and suggest that maybe the AMA was a little too insensitive to rider concerns about safety, I was told that the riders always have the option not to race and that the AMA could not deal with a riders "union." Is this really the AMA's position on track safety? Should it be?

Some commentators, - I'm thinking specifically of Dave Despain on MotoWorld, - viewed the lack of hospital admissions following Pomona as evidence that the track was safe and the running of the event was justified. Per-



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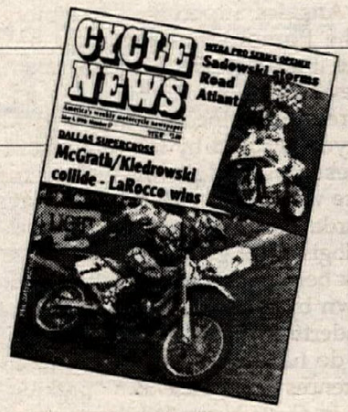


ON THE FRONT COVER

Team Kawasaki's Mike LaRocco captured his second supercross win of the year in...thrilling fashion at Texas Stadium in Dallas. For complete details see page 6. Photo by Kinney Jones. Inset photo: David Sadowski was the top man in the F-USA division during the WERA opener at Road Atlanta. See page 12 for the full report. Photo by George Roberts.

haps. But if so, why would so many racers, with so much to lose by not racing, either boycott or "dog it" at Pomona? Most of the riders clearly are not in a position to avoid overly dangerous races. Their careers depend on racing, and racing on the edge. This is where the team owners could help. They should show some respect for the lives of their employees and not insist that they race under circumstances such as Phoenix and Pomona.

It was disturbing to read that Terry Vance had talked a reluctant Jamie James into racing at Pomona - same with Rob Muzzy. Did Muzzy really think that Steve Crevier would take it easy? Come on, Rob. At least Fred Merkel had the good sense to go easy. Kevin Magee, Dave Sadowski, Jon Cornwell, Al Salaverria and Mark Foster should be recognized by fans for having the courage to insist on some safety to go along with their racing. Let's hope their careers don't suffer as a result. I just don't see why the riders' views don't carry more weight on safety. They all obviously love to race, so their protesting has nothing whatsoever to do with trying to avoid work. Plus, who knows better than the riders whether the tracks are safe?

Despite protestations by the AMA, the riders do appear to need an organized approach to safety. Unless they act in concert, nothing will change. Maybe the richer teams and riders could support a couple of elected rider representatives who would work with the AMA and event promoters to keep the dangers to a minimum. After all, the sport is plenty dangerous enough under the best of circumstances. AMA officials should also consider the possibility that road racing will grow and prosper more rapidly if they improve safety. At the very least, emphasis on safety would draw more riders into the sport. The AMA is putting a quality product on the race tracks - the competition, fan interest, and television involvement is the best I can remember. But unless the AMA shows greater commitment to safety during the '94 season, I, for one, will quit supporting the sport. I hope I'm not alone in these sentiments.

Timothy Summers
Taylors, SC

Race West says

Our thanks to the many fans, sponsors, manufacturers, vendors and all the others who attended and supported the Los Angeles Superbike Championship at the Pomona Fairplex and helped make it a successful first-time road racing event.

We regret the inconvience to virtually everyone caused by the removal of the pedestrian bridges on Friday night. There were some unfortunate delays on Saturday until we were able to work out the logistics of getting people across the track between each event. The patience shown by the majority of the fans was wonderful.

I do have a problem with the many references to the race as a "parking lot" race in *Cycle News*. While much of the area in which the race was run is used as a parking lot for the rest of the year, the race track surface is a race track which is elevated above the adjacent surfaces. If the adjacent surfaces were grass and dirt, I don't think you would use the term "parking lot." Most people I have talked to think "parking lot" means it is a flat asphalt surface with only painted lines to indicate the track and most feel it is a derogatory term, which I hope you did not mean to imply.

Incidently, aside from being used for sports car and stock car racing in the past, the track is currently used by the L.A. County Sheriff for high-speed pursuit training and by the California Highway Patrol for evaluation of new vehicles. The race track surface was prepared as requested by the AMA based on several previous tests. We now know that the input from those tests was not representative of true race speeds and lines. The track will be modified based on information we expect to receive from the AMA in the near future.

We look forward to an even more successful and problem-free race at the Fairplex in 1995.

Bill Marcel and Bob Bellino
Race West Productions, Inc.

Editor Carruthers couldn't be found for a response. As it turns out, he was late for work after having problems finding a parking space in the company "race track."

Magoo memory

Your interview with Danny Chandler ("Where Are They Now," Issue #14, April 13) was outstanding. The article reminded me of my favorite "Magoo" memory. It was at a regular Saturday motocross at Saddleback Park. Motocross Action let Danny ride their test Honda CR125 in the first moto. Danny had no experience with the bike, but he chased Ron Turner with a vengeance throughout most of the 45-minute race. He was dragging the handlebars in the finish-line corner and jumping further than anyone.

What makes this memory interesting is that he did all this with a flat rear tire. Well, the rear wheel finally gave out and he returned the bike with a trashed rim. I will never forget that. Danny taught me as a kid to never give up. Now, after reading the interview, he is teaching me as an adult to never give up. Best of luck, Danny. You won't be forgotten.

Von Wallace
Riverton, UT

The S.21 issue

With the Senate passing S.21, the California Desert Protection Act - Wednesday, April 13, 1994 should be known as Black Wednesday. Notwithstanding the 69-29 Senate vote to put nearly nine million acres of land off-limits to OHVs, the AMA and its District 37 Sports Committee are on record as not opposing S.21.

In a conversation I had last November with Senator Ben Nighthorse Campbell (D-Colorado), he explained to me the "deal" he brokered with Senator Feinstein (the author of S.21) on behalf of the AMA. According to Campbell, the AMA represented themselves as the principle spokesman for the majority of OHV interests on this issue in California. They presented him with a list of 15 areas and trails as an amendment to S.21 and agreed eventually to just eight. In exchange for the same, the AMA agreed not to oppose S.21. In effect, the AMA agreed to "back off."

Parallel to the AMA's efforts, the California Desert Coalition (a broad-based interest group who opposes S.21 as passed by the Senate) prepared an amendment to S.21 of over 100 areas and trails that comprehensively reflected the wishes of its OHV members. This list was presented to various members of the Senate Committee, including Senator Campbell. According to Senator Campbell, he was confused as to exactly which amendments (CDC or AMA) clearly represented the needs of the OHV community in California. Since the AMA has a full-time presence in Washington D.C. and the Senator was familiar with them, he decided to move forward with the AMA.

It was clear to me at the end of our conversation that had Senator Campbell been aware that the AMA only represented itself and not the other OHV segments of CDC, he would have made an effort to secure additional opportunities for us. In the end, Senator Campbell had secured concessions on S.21 with Senator Feinstein and the deal had been made.

The CDC finds itself backed into a corner. With the House of Representatives set to move similar legislation soon, the CDC has retained the services of a respected lobbying firm to gain vital amendments to preserve our access to the California desert. The financial commitment is substantial and beyond the resources of its member groups.

Your help is desperately needed to safeguard motorized access in the California desert.

Steve Kuehl
Former president, California Off-Road Vehicle Association (CORVA)
Corona, CA

According to the AMA's Washington representative, Jim Bensberg, Kuehl's statements regarding the AMA are "absolutely untrue. We never alleged that we represented anybody but the AMA." We attempted to reach Senator Campbell, and were put in contact with his press relations officer who said: "I can't say one way or the other if he (Kuehl) even spoke to Senator Campbell."...Editor.

A young view

April 13 will be known as a bad day - not only for Southern California dirt bike riders, but for dirt bike riders everywhere. On that day, the California Desert Protection Act (S.21) was passed by the Senate, closing 7.75 million acres of desert in Southern California. This is one of the largest land protection bills ever passed and it works totally against dirt bike riders.

Just because you don't live in California, don't think this doesn't affect you. There could be a riding area in your region that is proposed to be closed. Fight to keep it open - this means you! Don't rely on people. Write to your Congressman yourself and voice your opinion. Don't wait - hurry.

If you want your kids to enjoy this wonderful sport, or if you are a kid, like me, and enjoy riding dirt bikes, don't hesitate to have your opinion heard. Don't wait for your favorite riding area to be closed down in a few years. Write your local Congressman and keep your favorite place to ride open.

Brian Butler
Pacific Grove, CA

Smitty yes, Abrams no

In my humble opinion, the "Chicanery" columns by Henny Ray Abrams are pure drivel. Please leave the humor in your fine paper to "Team Smitty." Now that, is funny.

Doug Zielke
Coquitlam, B.C., Canada

Smitty no

Normally I don't have anything to say about *Cycle News* or how it does things. However, a recent change makes me say some things now.

Why is "Team Smitty" back? It's a lousy cartoon, comic, whatever. It's wordy and uninteresting. For years it defaced your paper and now it's wasting more space. My suggestion is to dump it and bury it for good.

D.A. Krewson
Lebanon, OR

How do you feel about "Team Henny?"...Editor.

Mulder's tuner

I really enjoyed reading the piece on Eddie Mulder by Joe Scalzo ("Squirrel," Issue #15, April 20). While Eddie may not be remembered today as some racers of that era, he was a real showman and as good a TT rider as I've ever seen. I'm sure many of your readers will recall the days when Eddie would build up a huge lead at a TT race and then start "playing." I'll never forget his wheelies down the back straightaway at Ascot. He really knew how to have fun. Also, the "iconoclast tuner" who prepared Eddie's Big Bear winning Royal Enfield was Mel Dinesen, the same guy who tuned my Daytona winning Yamaha in 1972.

In addition to Mulder and myself, Mel had a big influence on many other young riders who would go on to do big things. He seemed to like developing his own talent, - picking young guys who had potential and then giving them a chance to make it to the National circuit (Ron Pierce was another, and I believe that Eddie Lawson and Wayne Rainey rode for Mel a few times early in their careers).

I was just a Novice when Mel asked me to ride for him in 1969. He gave me lots of bikes to ride in local AFM and ACA events for the next couple of years. We were running three and four classes a week, every week, at a road race somewhere in California. Even though I was only in the Novice class in 1969, I ended up with the Number 1 plate in AFM that year ahead of some good factory riders. Without Mel's support, this would not have happened and my career would no doubt have been much different.

Thanks to Mel for all he did for me over the years, and thanks to Joe Scalzo and *Cycle News* for bringing back the memories of those great times.

Don Emde
Laguna Niguel, CA

Emde, the winner of the 1972 Daytona 200, is the publisher of Motorcycle Collector magazine in Southern California... Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

LaRocco - right place, right time

Mike LaRocco headed into the last lap of the 250cc Coors Light Challenge a distant third, but took the checkered flag leading the pack, scoring his second win of the season and the fourth of his career.

By Kit Palmer
Photos by Kinney Jones

IRVING, TX, APR. 23

"We're not used to being this lucky," said a relieved and very happy Mae LaRocco after watching her son, Mike, win what was one of the most exciting supercross finishes in recent memory.

As 33,815 screaming supercross fans in Texas Stadium looked on, Team Kawasaki's Mike LaRocco patiently sat back in third place, keeping tabs on a late-race duel for the lead that took shape between his teammate Mike Kiedrowski and Team Honda/1-800-COLLECT's Jeremy McGrath, who had - up until that point - led the last 16 laps of the Coors Light Challenge 20-lap main event.

What transpired over the final two laps of the race left nearly everyone in the stadium breathless, voiceless and trying to recall what had just happened - and that included LaRocco himself, who found himself standing on the highest step of the rostrum flanked by Kiedrowski and McGrath.

"I must admit, I've had a lot of bad luck in the past so it's nice to have things go my way for a change," said LaRocco, who started the race in 15th place.

LaRocco's good fortune came at the expense of McGrath and Kiedrowski. What looked like it would be another McGrath runaway ended up in an epic, last-lap duel to the finish between the season-long rivals.

After passing Team Yamaha's Michael Craig for the lead on the fourth lap, McGrath seemed to be headed for what would have been his ninth win of the season. In typical McGrath fashion, the defending champ quickly opened up a seemingly insurmountable lead, but Kiedrowski never gave up hope and whittled away at the margin between himself and McGrath. The Kawasaki rider moved into second place on the 10th lap by passing Yamaha's Jeff Emig, and he slowly but surely closed in on McGrath until he could read the 1-800-COLLECT decals on his rear fender. Two laps from the finish, McGrath bobbled exiting a turn and lost the momentum he needed to clear a hair-raising triple jump. McGrath was forced to double the first two jumps, while Kiedrowski sailed past the Honda rider, clearing all three jumps.

Moments later, they took the white flag and McGrath came back, bumped into Kiedrowski and passed him. Kiedrowski, though, had no intentions of giving up and retaliated by out-riding McGrath through a long, tough section of whoops - putting his front wheel ahead of the champ. Following the whoop section was a wide, sweeping right-hand turn, where McGrath tried to dive underneath Kiedrowski in a desperate attempt to re-pass the 250cc National

This sequence of photos tells the story. The first frame was shot moments after the intitial contact beween Jeremy McGrath (1) and Mike Kiedrowski (3). McGrath goes down while Kiedrowski sends the mechanics scambling as he tries to maintain control of his motorcycle. McGrath's tuner Skip Norfolk and Kiedrowski's tuner Shane Nalley look on...

MX Champion. With his throttle pinned, McGrath lost control of his Honda and slammed into the side of the Kawasaki rider. McGrath's bike got sucked into Kiedrowski's front wheel and was flicked into the air, pounding McGrath into the ground. At the same time, Kiedrowski ricocheted into the mechanics' area, scattering everyone. Fighting to maintain control of his bike, Kiedrowski center-punched a hay bale halfway up the face of a jump. As he struggled to untangle himself from the hay bale, LaRocco sneaked by, rounded the last two turns and scored the win. Kiedrowski regrouped to finish a frustrated second, while McGrath remounted his bent Honda to finish third just ahead of Emig, and Team Noleen's Larry Ward.

"I just got into my pace too early and I started making mistakes," said McGrath. "But I wasn't about to just sit back and let him (Kiedrowski) have it (the win). I tried to pass him on the inside, but I got out of control and my momentum carried me into him. It was kind of dumb on my part and that's not like me. I apologize for running into Mike. He earned the win tonight; he put pressure on me and he rode a great race."

"I just kept plugging away, trying to wear him down," said Kiedrowski. "He blew a triple jump and I got him. Then in the whoops, we both gassed it and he came into me. I was holding my line, but that's racing - that's how it goes."

And LaRocco saw the whole thing take place right before his very eyes. "I could see them riding aggressive; all I could do was wait and see what happened. My only question was if I could get by Mike (Kiedrowski) cleanly before he could get back on the track."

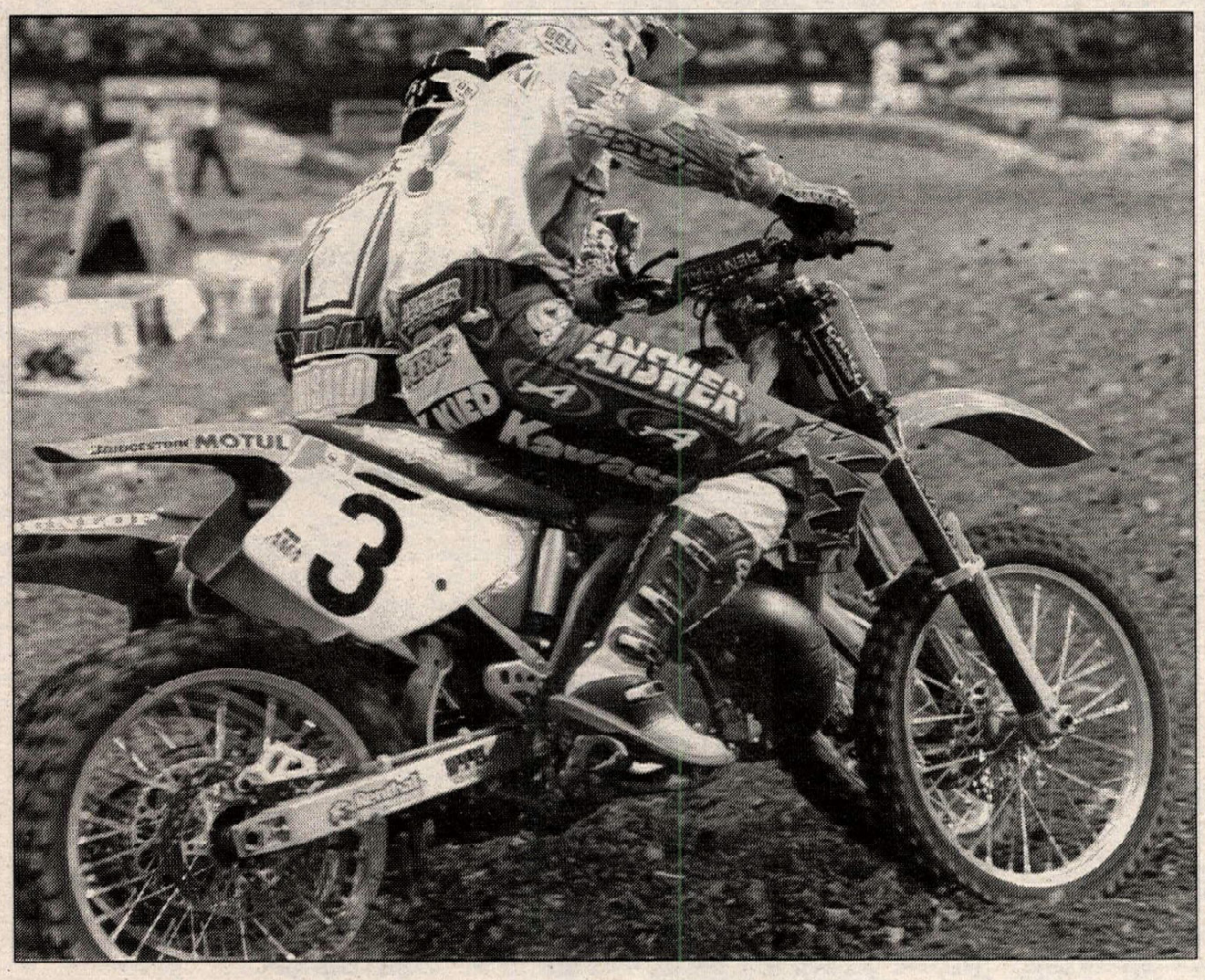
Afterwards, there was some talk in the pits of "rough riding" on the part of McGrath, but most people agreed "...it was racing," including the opinion which matters most, that of AMA's Roy Janson, who quickly reviewed the altercation on video moments after the race.

"Yeah, it might have been a little rough, but you gotta hand it to the guy (McGrath); he never gave up," said Emig, who also viewed the crash on videotape.

Perhaps Bevo Forte, the Scott goggle rep, summed it up best: "Hey, they were two guys racing, giving it their all and that's what racing is all about."

"There will be other races to win," said Kiedrowski.

Despite having a dent put in his armor, McGrath - with 268 points - still enjoys a huge 50-point lead over LaRocco with just three rounds left in the series: Seattle, San Jose and Las Vegas. By recording his second win of the season and the fourth of his career, LaRocco moves back into second place over



(Above) Suzuki's Jimmy Button (34) parks teammate Ezra Lusk (17) in the combined East/West 125cc main event. Button went on to win the race, but Lusk sewed up the Eastern Regional 125cc Supercross Series title. (Left) McGrath and Kiedrowski (3) bounced off each other as McGrath re-passed Kiedrowski during their epic last-lap battle.

Round 12: Texas Stadium

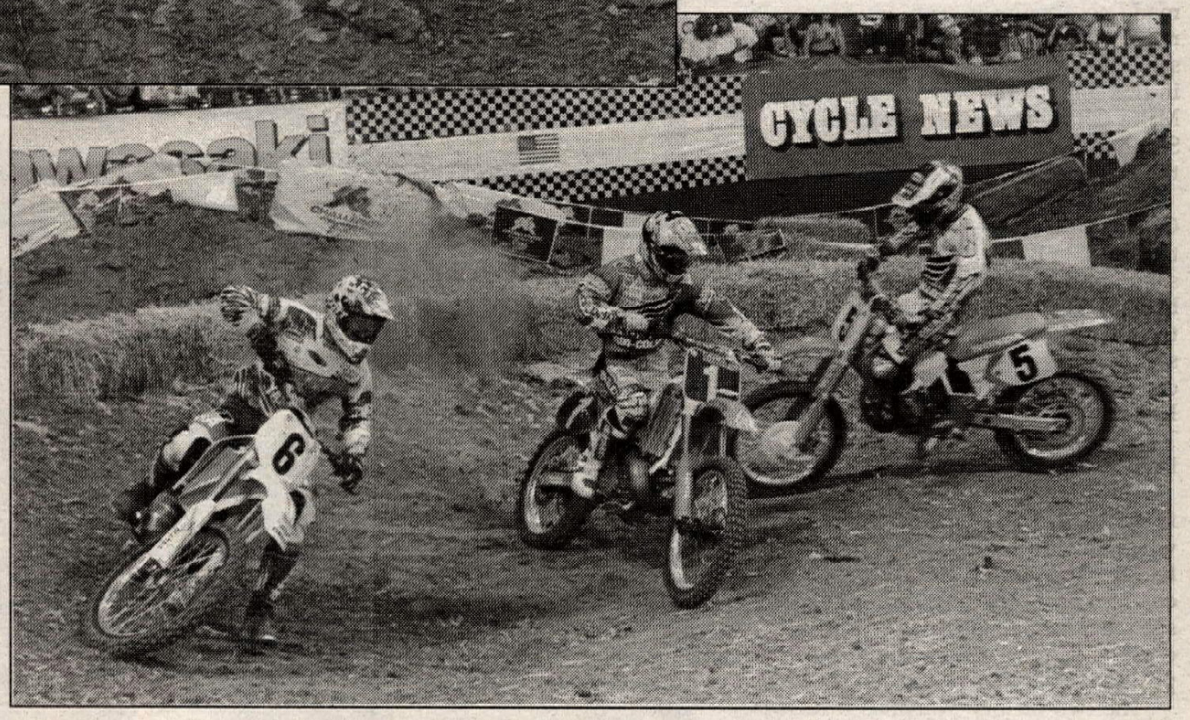
his teammate Kiedrowski, but with only one point to spare; 218-217. Jeff Stanton, who finished sixth in the feature is a distant fourth with 189 points, 11 points ahead of Emig.

Perhaps just as exciting as the 250cc Coors Light Challenge was the combined East/West Coast 125cc feature which was won by Team Suzuki's Jimmy Button, after having pushed and shoved his way to the front from a fourth-place start. But most of the action took place behind him in what was a nail-biting, five-way battle involving Team Splitfire/Pro-Circuit/Kawasaki's Ryan Hughes, West Coast series points leader Damon Huffman, Suzuki's Ezra Lusk and Hughes' teammate James Dobb. Positions changed no-less than 15 times among these racers as they mixed it up throughout the 15-lap race. Lusk emerged on top of the battle, ahead of Huffman and Dobb. Hughes crashed twice and ended up 18th.

Button's win was perhaps overshadowed a bit by Lusk, who clinched the Eastern Regional 125cc Supercross Series title. Going into the final East Coast round of the year at Texas Stadium, Lusk enjoyed a 15-point lead over Button, who had little hope of catching up in the points race.

"I'm just glad it's all over with; it's a big relief," said Lusk, the new champ.

(Above) Privateer Mike Jones carried a little too much speed going into the first turn in the 250cc feature and crashed into the hay bales, pitching him over the bars. He landed on another portion of the track but crawled to safety before getting used as traction. (Right) Jeremy McGrath (1) squared off this turn to pass Jeff Emig (6) and to keep from getting passed by teammate Jeff Stanton (5). Emig finished fourth, Stanton sixth.



"Now I can go out and be calm and race the 250s."

"I'm happy I won, but the championship sure would've been nice," said Button. "I may have won the battle, but I lost the war."

Lusk finished out the season with 231 points while Button ended up with 219. Third in the series went to RRP's Tim Ferry with 176. Ferry finished seventh in tonight's 125cc feature.

This year's Texas Stadium track was very similar in design to that of last week's track at the Metrodome in Minneapolis, but warm temperatures kept the track hard-packed and dry.

250cc

For the umpteenth time this season, a Yamaha rider out-powered the rest of the pack to the first turn to start things off in the first of two, eight-lap heat races. At the controls of the lead bike was factory Yamaha rider Emig, who pulled the holeshot ahead of Team Honda/1-800-COLLECT's Steve Lamson, LaRocco and Suzuki's number-one 250cc rider Brian Swink. Rounding the first lap near the back of the pack as a result of a first-turn pile-up were Yamaha rider Jeff Matiasevich, Kiedrowski, and Honda-mounted Rich Taylor.

A couple of bobbles dropped Lamson to fourth behind Emig, LaRocco and Swink. Emig settled into a comfortable pace, with LaRocco matching his every move. Lap after lap, Emig and LaRocco played follow the leader as they broke away from the rest of the pack. But before LaRocco had the chance to stick a wheel underneath Emig's Yamaha, the leader landed short over a step-up triple jump and went cartwheeling over the handlebars. LaRocco found himself with a huge lead over Swink, who had plenty of breathing room over Lamson.

Emig re-started in fifth behind Honda of Troy's Todd DeHoop, passing him on the last lap to earn a trip to the

...After running off the track and slamming into a hay bale, Kiedrowski struggled to get back on the track, while McGrath mounted and restarted his bike. Meanwhile, Mike LaRocco (7) raced past them both, and two turns later, sailed over the finish line jump with the win.

feature. DeHoop, on the other hand, moved on to the semis, as did Kiedrowski who ended up sixth.

McGrath led all but the second lap of the second heat race. McGrath's Honda edged Craig's Yamaha through the first turn, but a lap later Craig successfully attempted a surprise pass on McGrath through the long section of whoops. But less than a lap later, McGrath was back out in front.

McGrath cruised the rest of the way, performing his crowd-pleasing nac-nac over the triples on the last lap. Craig finished a distant second, while Stanton finished just ahead of teammate Doug Henry, Team Noleen/Sizzler Restaurants/Xtreme/Yamaha's Larry Ward and KTM's lone soldier Cliff Palmer, all finishing within a few feet of each other.

Kiedrowski and Matiasevich stole the show in the first of two semis, where the top five riders transfer. They quickly detached themselves from the rest of the field and maintained a steady pace throughout the eight-lap race. Matiasevich seemed content where he was and made no attempt to pass the Kawasaki rider. Kiedrowski and Matiasevich sailed across the finish-line double jump in first and second, while Yamaha rider Mike Chamberlain, Suzuki's Denny Stephenson and DeHoop rounded out the top five.

Larry Ward and Team Splitfire/Pro-Circuit-Kawasaki's Jimmy Gaddis battled back and forth early in the second semi until Ward got the upper hand and broke free from Gaddis. Ward went on to take the win while Gaddis grabbed second. Kawasaki rider Buddy Antunez claimed third just ahead of Palmer and Kawasaki rider Mike Fisher. Honda of Troy's Erik Kehoe battled among the leaders before crashing in the whoops.

There was very little racing action up front in the Last Chance Qualifier, where the last two spots for the 20-rider feature are decided. Kehoe and Jones emerged from the first turn in first and second place, respectively, and would cross the finish line in the exact same positions.

The two factory Yamahas ridden by Emig and Craig led the way through the first turn in the Coors Light Challenge, but it was Craig who held the point entering the second lap. Emig settled into second ahead of McGrath, former champ Stanton, and Kiedrowski. LaRocco was mired back in 12th place.

"I got bunched up in the first turn and got held up," said LaRocco.

Other riders having problems in the first turn were Chamberlain, Antunez and Jones, who got pitched off his bike and landed on another section of the track. He crawled to safety just before the pack came thundering past.

Craig led for three laps before getting passed by McGrath, who had - two laps earlier - forced his way around Emig. Like he had done so many times this season, McGrath quickly pulled out to a modest lead and appeared to be well on the way to his ninth victory.

Emig kept McGrath in sight until the ninth lap when he was passed by Kiedrowski. At this point, Kiedrowski really didn't seem to have a chance of catching McGrath. By the 15th lap, though, the situation had changed as he closed the gap on the champ - who was showing signs of tiring in the warm and humid Texas air. McGrath was beginning to make small mistakes and they cost him dearly as Kiedrowski closed to within whispering distance of the Honda rider.

"I could see he was getting tired and making mistakes, so I just kept plugging away," said Kiedrowski.

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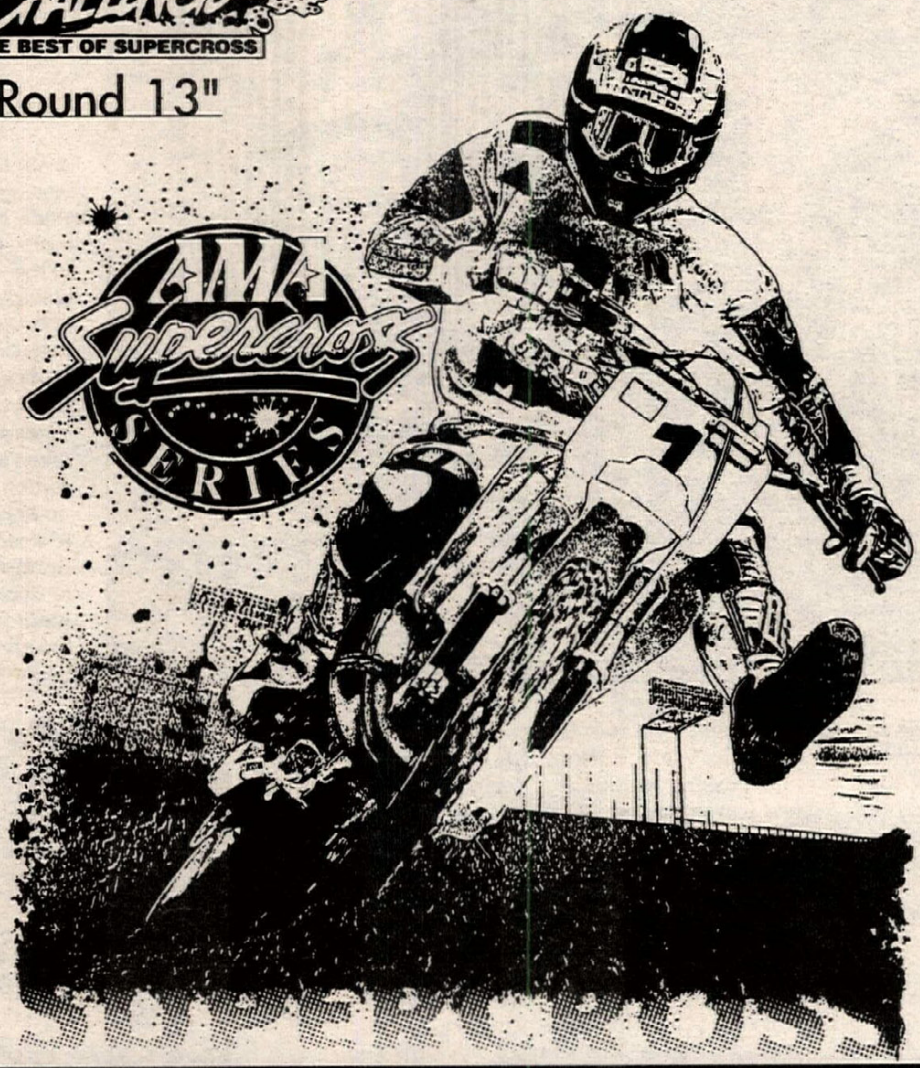

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Round 12: Texas Stadium

(Left) DGY Racing's Chad Pederson (51) nailed the holeshot in the 125cc feature ahead of Ezra Lusk (17), Jimmy Button (34), Craig Decker (141) and Mike Brown (92). Pederson was later taken out by Button and ended up finishing 11th. (Below - left to right) McGrath, LaRocco and Kiedrowski share the spotlight on the podium.

Meanwhile, LaRocco was putting in the ride of his life and had taken control of third place after having passed Emig at the halfway point. Shortly thereafter he had both Kiedrowski and McGrath in his sights, but was still too far behind to strike.

The crowd was on its feet as McGrath and Kiedrowski swapped places back and forth during the last two laps, and they were just two turns from the checkered flag when they collided.

"I shouldn't have gone that wide in the turn after the whoops," said Kiedrowski, whose bike's exhaust pipe sported a deep gash where McGrath's bike had hit it. "I wasn't protecting my lines like I should have. He (McGrath) had to hit me in order to get by. He came on the inside of me and his bike hit my front wheel and flipped up. I kept going and careened into the mechanics' area; I tried getting back onto the track as soon as I could, but I had to wheelie over a hay bale and got hung up on it. That's when Mike (LaRocco) passed me. If I hadn't hit that hay bale I would've won."

"I hit a berm and shot out (into Kiedrowski)," said McGrath. "I sort of rammed him, but it wasn't on purpose. I looped out when I hit him."

Despite crashing hard, McGrath was basically uninjured in the fall. "My knee hurts a little," said McGrath.

"I figured I had a good pace going; I just screwed up," he added. "I simply beat myself."

Emig hung on to finish fourth, just a few inches behind McGrath, while Ward completed the top five. Stanton, who started the race in fourth, dropped back two places to finish sixth while Matiasevich climbed one place to land seventh. Lamson and Swink finished eighth and ninth, respectively, while Kehoe finished a season-high 10th. Craig, who was bothered by a sore back, finished 19th, after running up front early in the race.

125cc

Mike Brown, who won his first-ever 125cc main event two weeks ago at the Pontiac Supercross, was the early leader in the 15-lap 125cc feature, but Button, in fourth,was the rider to watch. The tall and lanky rider bullied his way around Lusk and into third during the first lap, then bumped DGY Racing's Chad Pederson off the track for second on the second lap. Two laps later, Button sent Brown sprawling.

"I had to get into the lead as quick as possible," said Button of his questionable passing technique. "Yeah, I made a few rough passes, but the championship was at hand. I was just really determined to do whatever it took to get into the lead."

Once in front, Button was never challenged and went on to win his third 125cc main event of the series.

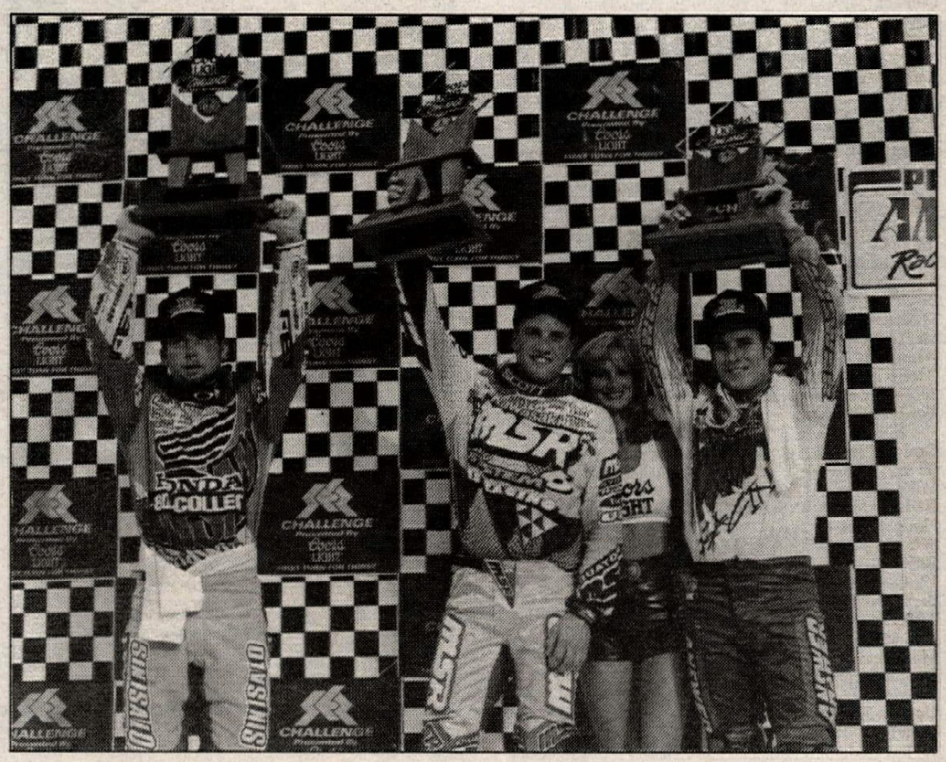
But while Button cruised, a serious dogfight developed among Suzuki's Lusk, Damon Huffman, Team Splitfire/Pro-Circuit/Kawasaki's James Dobb and Ryan Hughes. Keeping an eye on them all was Honda of Troy's Craig Decker.

Huffman actually started the race near the back of the pack, but had joined the fight for second after only a few laps. Positions changed lap after lap in an exciting, crowd-pleasing battle. Hughes, however, crashed on the 11th lap while trying to pass Lusk for third. The Kawasaki rider clipped Lusk's rear tire and high-sided in a fast, sweeping left turn. He quickly remounted - losing one position to Huffman - only to crash again when he landed short over a triple jump. The Kawasaki rider ended up 18th.

When it was all over and the dust had settled, it was Lusk prevailing to finish second, just ahead of Huffman, Dobb and Decker.

His second-place finish was more than enough for Lusk to take the championship and he was awarded the number-one plate on the podium by the AMA's Roy Janson. "It's a big relief to get this off my shoulders," said Lusk. "With about three races ago, at Charlotte, it (leading the championship) began affecting me. I kept thinking about it; I pumped up and started riding too conservatively. Tonight, there was a lot of ramming going on and I kept looking around; I was scared someone was going to ram me. I'm looking forward to the 250s now."

"It was a dogfight," said Huffman. "You had to watch your back or somebody would pass you while you were trying to pass someone." CN



Texas Stadium
Irving, Texas
Results: April 23, 1994

125 HEAT 1: 1. Robbie Reynard (Kaw); 2. John Dowd (Yam); 3. Donald Upton (Yam); 4. Jeff Pestana (Hon); 5. Pedro Gonzalez (Kaw); 6. Davey Yezek (Hon); 7. Craig Decker (Hon); 8. Damon Huffman (Suz); 9. Jeff Curry (Kaw); 10. Axel Holvoet (Yam); 11. Jim Neese (Kaw); 12. Clint Latham (Hon); 13. Lowell Moural (Hon); 14. Ryan Hughes (Kaw); 15. Jim Chester (Yam); 16. Ty Birdwell (Hon); 17. Grayson Goodman (Hon); 18. Jeff Hedden (Hon); 19. Scott Sheak (Yam); 20. Yuichiro Kawashima (Hon).
Time: 6 min., 25.40 sec.

125 HEAT 2: 1. Ezra Lusk (Suz); 2. Jimmy Button

Briefly...

KTM's **Cliff Palmer** was knocked unconscious while running 14th in the 250cc main when he crashed over a high-speed triple jump on the third lap. The Oklahoman was carried off the track on a stretcher and was immediately transported to a nearby hospital. Palmer slipped in and out of consciousness for most of the night with a bad concussion. Tests, however, have revealed no major head injuries. Palmer, who also broke a collarbone in the crash, was released from the hospital on Sunday morning and is resting at home.

Mike Fisher returned to supercross racing at the Dallas Supercross after not competing since last December at the Fukuoka Supercross in Japan where he injured his hip. "Actually, my last supercross race was at San Diego but I really didn't *race*; I wasn't really ready to ride back then," said Fisher. "I've been riding a lot lately, almost every day, testing the 1995 Kawasakis, and I just wanted to race again. My dad drove my Astro Van out here (from California) and I flew." Fisher qualified - via a semi - for the 250cc main event where he finished 11th.

Jimmy Gaddis, of the Splitfire/Pro-Circuit/Kawasaki team, competed in the 250cc class for the first time since the March Indy Supercross, where the 1993 West Coast 125cc Supercross Champion tore muscles attached to his sternum. He finished 14th in the main event.

The afternoon's program was delayed nearly an hour due to a swarm of **bees**. Evidently, some bees built a hive in one of the stadium's speakers - when the sound system was turned on, the vibration knocked the nest loose and it fell onto the track. "During practice, there were bees everywhere at one section of the track," said Team Yamaha's **Jeff Emig**. Track personnel tried everything to get rid of the bees, including pouring gas on them and lighting them on fire - all under the watchful eye of a fire marshal - but to no avail. A beekeeper was eventually brought in and he successfully relocated the bees.

Keep your eyes on the tube, and you might see **Jeremy McGrath**, **Jeff Stanton**, **Doug Henry** and **Steve Lamson** starring in an upcoming television commercial. They were being filmed at the Dallas Supercross in Texas Stadium for a future 1-800-COLLECT commercial. The factory Honda team is sponsored by the long-distance telephone company.

Kawasaki's **Robbie Reynard** crashed hard early in the 125cc feature while running amongst the leaders. The crash knocked him out of the event, and after the race he was sporting a sling on his arm. Reynard sprained and bruised a bone in his left wrist. He is having a special brace made for the injured wrist and his hoping to compete in the following week's 125cc National MX in Sacramento, California.

Jeremy McGrath came two turns away from taking home the $5000 **Coors Light Silver Bullet Showdown** check for being the rider to post the fastest heat race time and also win the feature. McGrath set the fastest heat race time, but finished third in the main after crashing just short of the checkered flag while battling for the lead. Each Showdown is worth $1000, but if the money goes unclaimed, the $1000 rolls over to the next event. At the next round in Seattle on May 7, the Showdown check will be worth $6000.

After crashing and hitting his head in the 125cc feature, Team Splitfire/Pro-Circuit/Kawasaki's **Ryan Hughes** reportedly passed out. When asked about his physical condition afterwards, he replied, "I'm fine, I know who I am."

(Suz); 3. James Dobb (Kaw); 4. Greg Rand (Suz); 5. Jeff Dement (Yam); 6. Cory Keeney (Kaw); 7. Chad Pederson (Yam); 8. Doug Stone (Kaw); 9. Mike Brown (Hon); 10. Tommy Clowers (Yam); 11. Jason Krempin (Hon); 12. Travis Hodges (Kaw); 13. Barry Carsten (Suz); 14. Tony Graves (Hon); 15. Mark Morris (Yam); 16. Nathan Ramsey (Yam); 17. Bobby Navarro (Hon); 18. Tim Ferry (Hon); 19. Kevin Crine (Hon); 20. Joshua Latina (Kaw).
Time: 6:04.90

125 LCQ: 1. Tim Ferry (Hon); 2. Ryan Hughes (Kaw); 3. Jim Neese (Kaw); 4. Tommy Clowers (Yam); 5. Jason Krempin (Hon); 6. Barry Carsten (Suz); 7. Grayson Goodman (Hon); 8. Mark Morris (Yam); 9. Jeff Hedden (Hon); 10. Tony Graves (Hon); 11. Kevin Crine (Hon); 12. Nathan Ramsey (Yam); 13. Clint Latham (Hon); 14. Lowell Moural (Hon); 15. Ty Birdwell (Hon); 16. Bobby Navarro (Hon); 17. Jim Chester (Yam); 18. Axel Holvoet (Yam); 19. Travis Hodges (Kaw); 20. Scott Sheak (Yam); 21. Joshua Latina (Kaw); 22. Yuichiro Kawashima (Hon).
Time: 4:09.06

125 MAIN: 1. Jimmy Button (Suz); 2. Ezra Lusk (Suz); 3. Damon Huffman (Suz); 4. James Dobb (Kaw); 5. Craig Decker (Hon); 6. John Dowd (Yam); 7. Tim Ferry (Hon); 8. Mike Brown (Hon); 9. Jeff Dement (Yam); 10. Jeff Curry (Kaw); 11. Chad Pederson (Yam); 12. Jim Neese (Kaw); 13. Donald Upton (Yam); 14. Davey Yezek (Hon); 15. Doug Stone (Kaw); 16. Greg Rand (Suz); 17. Tom Clowers (Yam); 18. Ryan Hughes (Kaw); 19. Pedro Gonzalez (Kaw); 20. Cory Keeney (Kaw); 21. Jeff Pestana (Kaw); 22. Robbie Reynard (Kaw).
Time: 15:20.91

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (Final Round): 1. Ezra Lusk (231/5 wins); 2. Jimmy Button (219/3 wins); 3. Tim Ferry (176); 4. Mike Brown (1551/win); 5. Chad Pederson (145); 6. Robbie Reynard (119); 7. John Dowd (111); 8. Barry Carsten (81); 9. (TIE) Davey Yezek/Jeff Dement (74); 11. Jeff Curry (70); 12. Scott Sheak (65); 13. Kevin Crine (53); 14. James Eickel (50); 15. Jim Neese (38); 16. Mike Treadwell (35); 17. (TIE) Chad Lough/Greg Rand (24); 19. (TIE) Jim Chester/Nathan Ramsey/Doug Stone (21).

125 WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 3 of 7 rounds): 1. Damon Huffman (112/2 wins); 2. Craig Decker (74); 3. Pedro Gonzalez (71); 4. Ryan Hughes (66/1 win); 5. James Dobb (54); 6. David Pingree (38); 7. Tony Graves (29); 8. Donald Upton (27); 9. Cory Keeney (25); 10. Axel Holvoet (24).

250 HEAT 1: 1. Mike LaRocco (Kaw); 2. Brian Swink (Suz); 3. Steve Lamson (Hon); 4. Jeff Emig (Yam); 5. Todd DeHoop (Hon); 6. Mike Kiedrowski (Kaw); 7. Mike Jones (Suz); 8. Mike Chamberlain (Kaw); 9. Dag Boyesen (Yam); 10. Rich Taylor (Hon); 11. Jeff Matiasevich (Yam); 12. Billy Whitley (Hon); 13. Alex McElyea (Suz); 14. Shay Fretwell (Hon); 15. Jon Hedden (Hon); 16. Brandon Lacey (Kaw); 17. Jason Upshaw (Hon); 18. Axel Holvoet (Yam); 19. Mark Morris (Yam); 20. Denny Stephenson (Suz).
Time: 7:55.88

250 HEAT 2: 1. Jeremy McGrath (Hon); 2. Mike Craig (Yam); 3. Jeff Stanton (Hon); 4. Doug Henry (Hon); 5. Larry Ward (Yam); 6. Cliff Palmer (KTM); 7. Mike Fisher (Kaw); 8. Erik Kehoe (Hon); 9. Jimmy Gaddis (Kaw); 10. Buddy Antunez (Kaw); 11. Travis Hodges (Kaw); 12. Travis Blackburn (Kaw); 13. Roy Schellenberger (Kaw); 14. Todd Downs (Hon); 15. Clifford Adoptante (Hon); 16. Denny Howard (Kaw); 17. Gene Naumec (Yam); 18. James Eickel (Hon); 19. Barry Carsten (Suz); 20. Doug Stone (Kaw).
Time: 7:51.26

250 SEMI 1: 1. Mike Kiedrowski (Kaw); 2. Jeff Matiasevich (Yam); 3. Mike Chamberlain (Kaw); 4. Denny Stephenson (Suz); 5. Todd DeHoop (Hon); 6. Mike Jones (Suz); 7. Dag Boyesen (Yam); 8. Jason Upshaw (Hon); 9. Billy Whitley (Hon); 10. Bobby Lacey (Kaw); 11. Shay Fretwell (Hon); 12. Alex McElyea (Suz); 13. Jon Hedden (Hon); 14. Axel Holvoet (Yam); 15. Rich Taylor (Hon); 16. Mark Morris (Yam).
Time: 5:53.20

250 SEMI 2: 1. Larry Ward (Yam); 2. Jimmy Gaddis (Kaw); 3. Buddy Antunez (Kaw); 4. Cliff Palmer (KTM); 5. Mike Fisher (Kaw); 6. Travis Hodges (Kaw); 7. James Eickel (Hon); 8. Erik Kehoe (Hon); 9. Roy Schellenberger (Kaw); 10. Travis Blackburn (Kaw); 11. Barry Carsten (Suz); 12. Todd Downs (Hon); 13. Clifford Adoptante (Hon); 14. Denny Howard (Kaw); 15. Doug Stone (Kaw); 16. Gene Naumec (Yam).
Time: 6:00.23

250 LCQ: 1. Erik Kehoe (Hon); 2. Mike Jones (Suz); 3. Travis Hodges (Kaw); 4. Rich Taylor (Hon); 5. Dag Boyesen (Yam); 6. Barry Carsten (Suz); 7. Jason Upshaw (Hon); 8. James Eickel (Hon); 9. Roy Schellenberger (Kaw); 10. Axel Holvoet (Yam); 11. Billy Whitley (Hon); 12. Travis Blackburn (Kaw); 13. Brandon Lacey (Kaw); 14. Todd Downs (Hon); 15. Mark Morris (Yam); 16. Jon Hedden (Hon); 17. Shay Fretwell (Hon); 18. Denny Howard (Kaw); 19. Alex McElyea (Suz); 20. Clifford Adoptante (Hon); 21. Doug Stone (Kaw); 22. Gene Naumec (Yam).
Time: 6:07.18

250 MAIN: 1. Mike LaRocco (Kaw); 2. Mike Kiedrowski (Kaw); 3. Jeremy McGrath (Hon); 4. Jeff Emig (Yam); 5. Larry Ward (Yam); 6. Jeff Stanton (Hon); 7. Jeff Matiasevich (Yam); 8. Steve Lamson (Hon); 9. Brian Swink (Suz); 10. Erik Kehoe (Hon); 11. Mike Fisher (Kaw); 12. Doug Henry (Hon); 13. Jimmy Gaddis (Kaw); 14. Denny Stephenson (Suz); 15. Todd DeHoop (Hon); 16. Mike Chamberlain (Kaw); 17. Buddy Antunez (Kaw); 18. Mike Jones (Suz); 19. Mike Craig (Yam); 20. Cliff Palmer (KTM).
Time: 19:44.34

250 CAMEL SUPERCROSS SERIES POINT STANDINGS (After 12 of 15 rounds): 1. Jeremy McGrath (268/8 wins); 2. Mike LaRocco (218/2 wins); 3. Mike Kiedrowski (1 win); 4. Jeff Stanton (189); 5. Jeff Emig (178); 6. Mike Craig (165/1 win); 7. Steve Lamson (162); 8. Larry Ward (159); 9. Doug Henry (155); 10. Brian Swink (149); 11. Jeff Matiasevich (120); 12. Cliff Palmer (85); 13. Erik Kehoe (60); 14. Denny Stephenson (58); 15. Larry Brooks (53); 16. Damon Huffman (52); 17. Ryan Hughes (49); 18. Kyle Lewis (46); 19. Buddy Antunez (37); 20. (TIE) Doug Dubach/Todd DeHoop (36).

Upcoming rounds
Round 13: Seattle, Washington - May 7
Round 14: San Jose, California - June 4

125/250 Pro-National

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Round 1: Road Atlanta

Sadowski!

By Henny Ray Abrams
Photos by George Roberts

BRASELTON, GA, APR. 24

Team Mirage's Dale Quarterley knew that in order to take the overall win in the WERA Motoport Formula USA event at Road Atlanta he had to beat Team LaBelle's Dave Sadowski in the second leg. Sadowski had won the first leg by a scant .31-of-a-second and it was late in the second leg when Quarterley realized he had to make his move. Cresting turn five on the final lap, he and Sadowski wheelied, with Sadowski coming down first and the two making incidental contact. What Quarterley didn't know was that the contact had knocked the front brake lever off his Team Mirage Kawasaki ZX7 - and when he went to brake for turn six there was nothing but rear brake available. Quarterley tried to slow down, but he ended up crashing spectacularly, fortunately escaping without injury. Sadowski went on to take the win, the first ever for both the Buford, Georgia, resident and Honda in F-USA competition.

"Dale said to me, 'I know you were coming down off a wheelie and couldn't do much. It's nothing I wouldn't have done," Sadowski recounted. "I approached this weekend (thinking) that I'd take it comfortably in the first leg and banzai it in the second leg. I had to change my plans when Dale pushed my banzai button."

"We had a good race going. I just came up on the short end," Quarterley said.

In second place, with 3-2 finishes in the two 12-lap sprints, was Starsport's Scott Gray, the Santa Rosa, California rider competing on a Fast by Ferracci Ducati that he'd taken delivery of the day before practice started. Gray said that racing was an adjustment process and that he didn't want to take any unnecessary chances on the new racebike. It was the first time that Gray had finished an F-USA event at Road Atlanta.

Reigning Formula II Champion Rich Oliver finished third, the Performance South Racing-backed Yamaha TZ250 pilot carding a pair of fourth-place finishes. Using the agility and consistency of the little Yamaha, Oliver would eat up the bigger bikes in the corners, only to lose it on the straights. But when the tires began to go away on the larger machines, Oliver was able to take advantage and moved up smartly in both races.

A seventh and a third earned Virginia Breeze Racing's Glenn Szarek fourth overall. The Yamaha FZR1000-mounted racer was handicapped by a a bad grid position in the first leg, and then started from the third row in the second leg based on his earlier performance. Oliver, who finished behind Szarek in the second leg, said Szarek's Yamaha had "way more horsepower than anything out there."

Team Valvoline Suzuki's Chuck Graves was fifth, the defending F-USA Champion tallying sixth and fifth place finishes.

Against mostly equal bikes in the Goodridge Formula II race, Oliver was untouchable, leading early and running away until the race was red-flagged on the ninth of 12 laps. Chris Taylor was running second on his self-sponsored Yamaha with Oliver's Performance South Racing teammate Chuck Sorensen third after a weekend spent sorting out jetting problems that caused one blown motor.

Oliver had about a five-second cushion on Taylor, who was just a second in front of Sorensen, when the red flag came out on the ninth lap. It was thrown, not as a result of debris on the track, but because both ambulances were out as a result of earlier accidents. Since the race was past the halfway mark, it was declared official.

"These guys (Taylor and Sorensen) are going too fast for me. I'm getting way too old to ride that hard," Oliver joked, but his lap times say otherwise. He was able to run in the low one-minute, 24-second range, and clocked three 1:23s while Taylor and Sorensen tried to keep pace.

"Rich just kept stepping it up," Taylor said. "We started this weekend doing 26s, and Rich was doing 25s. We did 25s, and Rich did 24s. Today we do 24s, and Rich does 23s."

The 125's provided the best racing of the day in the RK Chain Formula III race with five bikes going for the lead from the start, and three finishing under a blanket in the end. Earl's Racing Team's then started from the third row in the Nicky Hayden, the 14-year-old younger brother of defending F-III champion Tommy Hayden, took the checkered flag, holding off Joe Fahey/M.C.E. Racing's Kevin Murray and self-sponsored Thornton McPheeters at the line.

Hayden, who led across the line on each of the final four laps, though not necessarily for the entire lap, won by .28-of-a-second at the end of the 12-lap, 30.24-mile race.

(Above) Dave Sadowski (25) leads Michael Martin (96) and Chuck Graves (hidden) on the opening lap of the Formula USA race at Road Atlanta. (Right) Sadowski went on to take the win after Dale Quarterley (32) crashed out of their race-long battle.

(Left) Second-place finisher Scott Gray gives Dale Quarterley a lift back to the pits after his last-lap crash. (Above) Nobody got closer than this to Rich Oliver in Formula II action.

"They could get me in one and through the esses. I liked six and seven," Hayden said, adding that they passed him on the final lap going into turn five. "They went past me and I had to get going."

The three Michelin Superstock races produced a mixed bag of winners, with Farmington Cycle World/Valvoline's Steve Patterson coming closest to multiple victories. The Detroit resident won the red-flagged Michelin 1100cc Superstock final, beating Valvoline Suzuki's Tray Batey after swapping the lead back and forth right to the end. Dave Stanton was third in the race, which was stopped on the final lap. All three were aboard Suzuki GSXR1100s.

In the Michelin 750cc Superstock final, Patterson chased Team Suzuki Sport's Aaron Yates to the line, only to come up .17-of-a-second short. Patterson was much more aggressive into turn one, where he took the lead several times, but Yates was able to pull it back. It came down to the final lap, with both sliding as they went under the Goodyear Bridge and Yates on top by about two bike-lengths. Stanton finished third while Batey was fourth.

The Michelin 600cc Superstock final was a two-rider fight with Accounting Advisory Services/RK Motorsports' Mike Reed and Darryl Saylor, on the Performance by Gary Honda CBR600, running in that order almost from the drop of the green flag. The two edged away from the pack, though neither seemed to have a definitive edge. On the last lap, Saylor went to make his move exiting the Goodyear Bridge, one turn from the end, but ran wide and into the dirt, sending up a cloud of red-clay dust. He gathered it in and finished .16-of-a-second behind the Kawasaki-mounted Reed.

Thomas Rose won the Yamaha Seca II Challenge Series, getting the best of a three-rider struggle that went almost to the wire. Rose took the lead from Mark Whitehurst with two laps to go, with Robert Verini a constant third. Verini made a final push on the last lap, crashing into the dirt on the outside of the second to the last corner, just beyond the Goodyear Bridge. Nicholson's Enterprises' Rose won, Fastlane Cycles' Whitehurst was second, and Cutting Edge Racing's Eric Pladson inherited third.

The official results were delayed because Rose was protested by another rider. He was found to have removed bracketry, but, since it was a non-performance advantage, the results stood, though he was fined.

F-USA

Saturday's heat race provided a preview of what was to come in Sunday's two Motoport Formula-USA legs with the Team Labelle's Honda CBR900 of Dave Sadowski leading flag-to-flag, though never comfortably. Team Valvoline Suzuki's Chuck Graves was second, .19-of-a-second back, with teammate Michael Martin third, also Suzuki-mounted. But the ride of the day was turned in Team Mirage's Dale Quarterley. Starting in the second wave, on the 19th row, Quarterley sliced through the 40-rider field to finish seventh.

"I had some time between races and I'm a little off the pace at the AMA stuff. I was trying to find some place to ride," Quarterley said. "You need someone to drive you. Sadowski and one or two other guys, like Scott Gray, can get me going again."

The first 12-lap race was green-flagged on a warm, sunny afternoon with a slight breeze blowing as the 38-rider field sped into turn one. Sadowski took the lead from the pole position with Martin second, Graves third, and Gray fourth on the Starsport Ducati 955. Quarterley was in fifth, but moved past Gray and into fourth with a first-turn pass. He was into third on the next lap and set his sights on Martin. He would get under the Suzuki rider going into the esses on the fourth lap, leaving only Sadowski ahead of him.

At the halfway mark, Quarterley was up on Sadowski, turning lap times in the high 1:23s, a time that the pair would lower on subsequent laps. Quarterley took the lead out on the course, but wasn't able to hold it to the line.

"With about four laps to go, he stuffed under me in turn seven," Sadowski said. "He was getting me on the entrance, but by the time we were getting out I could follow him around and get by."

Yet on the final lap, Quarterley seemed to slightly lose touch with Sadowski, who was able to hold on for the win, though just barely.

"On the last lap I knew he would nail it hard on the brakes," Sadowski said. "My rear wheel was up in the air going into the (Goodyear) bridge. Normally, it's three downshifts. I did two downshifts and chugged to the finish."

Quarterley said his bike was running on three-and-a-half cylinders, a puzzle he would later trace to an exhaust problem. The loss of power put him at a greater disadvantage to the Labelle Honda, which Sadowski said was displacing 1000cc.

"He was just killing me on the back-straight," Quarterley said. "In the corners, I could only make up three quarters of what I was losing. He rode smooth and considerate. He didn't hack me off. Of course, in the second race there are no rules."

Gray moved up to third on the sixth lap and finished about 3.6 seconds behind Quarterley, with just more than that over Performance South Racing's Oliver. Gray was still getting used to his new Fast by Ferracci Ducati and didn't want to throw it away on a track where he's had very little luck.

"I came here to get ready for Laguna Seca (the AMA National scheduled for May 22) and measure myself against Dale," Gray said. "I'm a half a second slower than Doug (Polen) was at the National here last year. I didn't feel confident enough with the capabilities of the bike."

The Yamaha TZ250-mounted Oliver moved up steadily, using exceptional corner speeds to gain the ground he'd lose to the big four-cylinders on the straights. He took over fourth on the 10th lap, dropping Martin to fifth. Graves was sixth.

"You've got to use different lines in F-USA - inside lines, outside lines," Oliver said. I stuffed Graves, Martin, and (Mike) Harth into the hairpin. (John) Ashmead chopped me so bad I had to stand on it to keep from hitting him."

The grid for the second race was determined by the first heat finishes; Sadowski on the pole, with Quarterley and Gray next to him on the front row of the 3-2-3 grid.

Sadowski got the jump again - he and Quarterley making a fast two-rider break, with Gray closing up after taking a few laps to get around Virginia Breeze Racing's Glenn Szarek.

"Gray came up the inside of me in turn three and clipped my bars," Szarek said. "I managed to keep it on the track, but it cost me three or four seconds and I lost concentration and made some mistakes."

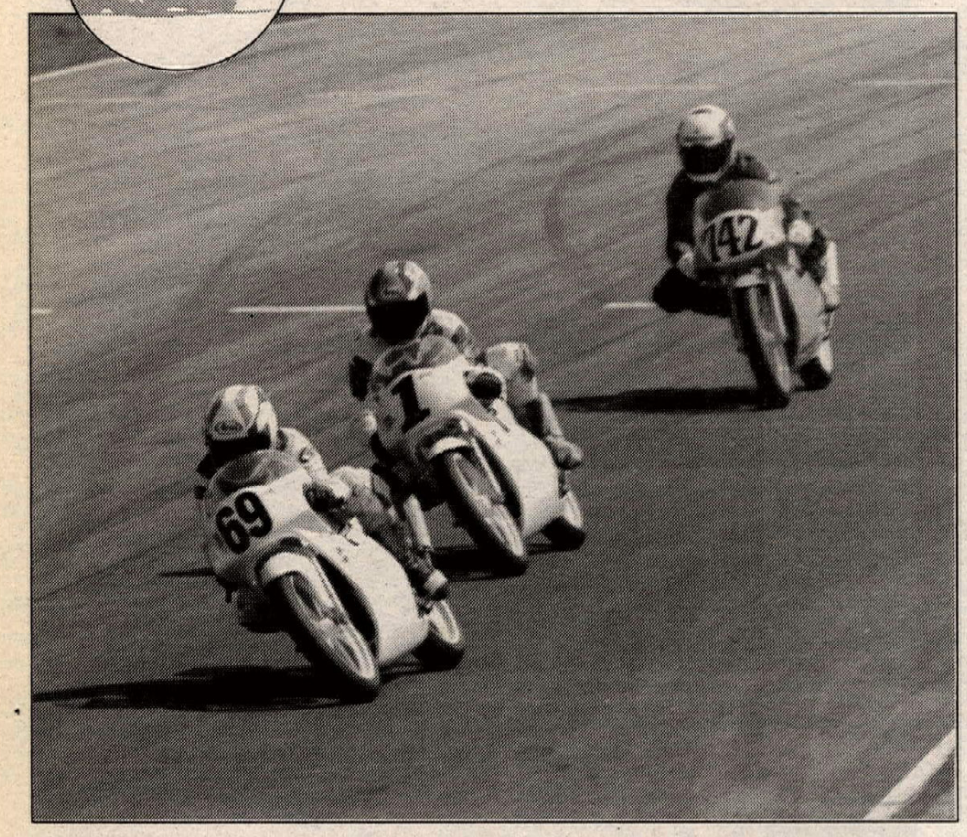
Quarterley took the lead on the fourth lap. Gray was still close, but would soon to drop back.

"I caught up to Dale and Dave and had a major slide coming up the hill," Gray said. "Before I came I was real confident I was going to win. I thought I could catch them and stay with them. Then the shock went away and something went wrong."

Midway into the second leg, Quarterly and Sadowski had about a 1.4-second lead on Gray, who was unchallenged from behind as Szarek couldn't mount a charge. Soon, he would come under attack from Oliver.

Sadowski took back the lead ending

Round 1: Road Atlanta



(Above) The Formula III race was won by the yougest of the two Hayden brothers, Nicky (69). (Below) Steve Patterson (15) and Tray Batey (33) battled wheel-to-wheel in the 100cc Superstock class. Patterson took the victory and was second in the 750cc class.

the eighth lap when he and Quarterley split a lapped rider in the final turn. Sadowski took the inside line, Quarterley the outside, and Sadowski was able to get a better drive to turn one. Quarterley regained the lead two laps later. The pair were consistently in the 1:23s, and Sadowski was again in front ending the 11th lap.

"His bike was a little more driveable," Sadowski noticed. "I definitely had an advantage going down the backstraight. I knew I could draft around him on the last lap."

Quarterley took the lead for the final time going into turn one with Sadowski content to follow. The pair wheelied over turn five with Sadowski putting his wheel down first as Quarterley slowed on the inside. Sadowski brushed Quarterley's handlebar with his hip, taking the front brake lever off. When Quarterley went to brake for turn six, there was no lever and he laid the bike down in the dirt.

"Dale and I had a great race," Sadowski said. "I was just cruising by on his right side. I knew he would try to cut me off a little bit. My front wheel was in the air and my direction was set. He was bogging. I set it down and ripped his lever off. Dale said his bike just missed my head."

Gray followed in second, about four seconds behind with an identical cushion to Szarek in third. Oliver finished fourth with Chuck Graves fifth.

"It was pretty uneventful," Gray said. "The Ducati's fantastic and I have to thank Dave Schlosser for helping me out."

"The tires weren't holding too good," Szarek said. "About the halfway point, they started slipping a little bit. The bike was running perfect otherwise. I just put my head down and saw Quarterley and Sadowski up there. Oliver started dicing with me and I was holding him off due to superior horsepower, mostly."

"We were side by side and a couple of times he chopped me off," Oliver said. "I knew I'd beat him in the first leg. They're all out of control. These guys are hitting the berms, running off the track. It was fun."

FORMULA II

Through three AMA 250cc Grand Prix races, Performance South Racing's Rich Oliver has proven that he has no peers -

Briefly...

Team Labelle's **Dave Sadowski** earned $5000 in purse money for winning the Motoport F-USA race, though he stood to make substantially more once the contingencies from Honda, Dunlop, EBC Brakes, and Shoei were factored in. Starsport's Scott Gray's cut of the purse was $3200, with more to come from contingencies. Oliver, who finished third on the Performance South Racing Yamaha, earned $2200 from F-USA and another $3000 for winning the Goodridge Formula II race. His contingency sponsors are Dunlop, EBC Brakes, Shoei, and Yamaha.

Thomas Rose, who won the **Yamaha Seca II Challenge**, was fined $250 for a "non-performance advantage" after being protested by another rider. Rose was found to have removed bracketry from his Yamaha Seca II 600 which resulted in a weight savings of several pounds. But the competition committee, which included race director Jim Sublet, Team Labelle's Mike Velasco and Team Valvoline Suzuki's Keith Perry, decided that the weight savings was not a significant advantage and allowed the results to stand. "He must put the bracketry on before he can run the bike again," Sublet said. Rose had earned $500 for the win.

Miles Baldwin made his return to racing at Road Atlanta, though still not fully recovered from the injuries he suffered at Daytona. Saying that his broken lower left leg was still sore, Baldwin said that when he came to Atlanta he didn't intend to race. He didn't practice on Friday and then decided on Saturday to ride the Dutchman Racing Yamaha FZR1000 endurance bike in the Motoport Formula-USA heat. "I went out in the heat and droned around in 24th place. I'm not really familiar with the place," said Baldwin, who had the cast removed from his leg the previous Tuesday. "I had trouble reaching the shifter. My foot swelled up when they removed the cast. I thought I should be easy on it. It's relatively easy to ride if I can get my foot to the shift lever. I wish I had brought my 250 here. I came down to be with the team and be involved, and the smell of racing got to me. I wanted to ride that (the Yamaha FZR1000) because I'm riding with Scott (Gray) at the Laguna Seca endurance race." Because he'd ruined his leathers at Daytona, Baldwin was wearing an old set of leathers that once belonged to Ray Yoder. "I was going hopelessly slow so I wanted to stick with his name."

Baldwin will likely have a new 250 teammate at Laguna Seca. **Chris Taylor**, who parted company with Zero Gravity after the Phoenix AMA round, expects to join up with Dutchman Racing at Laguna Seca. "We're trying to put a deal together for the rest of the season," Taylor said. "For this weekend it's me and my parents with some help from (Dutchman Racing's) Dave Schlosser." As for his stint with Zero Gravity, Taylor says, "It just didn't work out. We had contractual problems." As part of the separation, Taylor was allowed to keep the 1994 Yamaha TZ250.

Ron Barrick, who was recently named to replace **Roger Edmondson** as the AMA Road Race Manager, was at the WERA Road Atlanta Nationals. Since the situation with Edmondson is still being resolved, Barrick was guarded in his comments. "I would like to see it resolved as soon as possible in the best interests of the AMA and Roger and the best interests of the sport," Barrick said. He said that it was Edmondson who brought him into the AMA. "Last year I was working as Dale's (Quarterley) mechanic. Roger and I had a casual conversation as to what he was (going to be) doing in the future over a year ago. Through some casual comment I made to him, he thought I was interested in this position. We had a brief meeting. In essence, he recommended me to the AMA as his replacement. He thought I would replace him." Barrick's duties, he said, would be the same as Edmondson's. "Essentially it's the same job, working with the promoters and the track owners on next year's events." Barrick has also worked with fellow Virginian Randy Renfrow and spent most of the 1989 season living in Belgium and working with Andy Leisner. As to why he was at the WERA race, Barrick said he was there to "kind of observe and to talk to the WERA people. It's an initial look."

The Hayden family competed at Road Atlanta, though patriarch **Earl Hayden** wasn't sure how many races they'd be doing. "We've been talking to **Wayne Rainey** and hoping something would happen soon. We hope he'll release the details in a couple of weeks. We don't know yet for sure what it will be." It has been speculated that Rainey plans to take the Haydens to Spain to contest the Ducados Open series which is open to both 250s and 125s. In addition to the Marlboro leathers that were stitched up for the Japanese Grand Prix, Jimmy Filice, who also works with Rainey, had a second set made for racing in Spain. Hayden said that Filice and Rainey were expected back from Japan on Wednesday.

Landers Sevier of Cycle Motion Racing/Prudential Securities said that the team will be changing its name by mid-season to Prudential Racing or Team Prudential, whichever the securities firm prefers. He contacted Prudential through his local office in Birmingham, Alabama, and though they're involved in a number of other professional sports, they had no ties in motorsports. Sevier made a proposal to the firm at their New York office and they accepted, mostly, he believes, because of their sponsor package and the WERA television deal. "We had a meeting with them and we hit it off," Sevier says.

The first leg of the **Road Atlanta Motoport F-USA** race was the first time ever that no Suzukis or Yamahas had finished on the podium in an F-USA race. Dave Sadowski won on the Team Labelle Honda CBR900RR, Dale Quarterley was second on the Team Mirage Kawasaki ZX7R, and Scott Gray was third on the Starsport Ducati 955.

Scott Gray took delivery of the Fast by Ferracci Ducati 955 on Thursday and immediately began to reacquaint himself with it. He'd ridden one to third place at last year's season-ending Sears Point AMA Superbike National, though this one is more tailor-made for him. "The suspension is newer and much nicer. It feels a lot better and fits me better. The front end is sticking better on this. These things are known for having a light front end." Gray said he wouldn't be riding it again before the Laguna Seca National in three weeks' time for financial reasons. "By the time you service the motor and factor all the costs in, it's $4.00 a mile."

Team Pearls Suzuki (3) leads the way at the start of the endurance race at Road Atlanta. Here they lead eventual winner Team Suzuki Endurance (hidden) and the fastest man on the track Glen Szarek.

and it's no different in WERA. After the first lap, Oliver held a one-second lead and he would stretch it just a bit with every corner.

Lowering his lap times throughout the weekend, Oliver was into the 1:23s by the fifth lap and had built up a 3.4-second cushion on second place, a two-rider battle between Chris Taylor and Oliver's teammate Chuck Sorensen. When the race came to a red-flag end on the ninth lap, Oliver had close to five seconds in hand.

The battle would be for second with Taylor never able to shake Sorensen who was running better than he had all weekend after blowing up a motor in practice. But it wasn't enough to get by Taylor, and when the race was stopped he was about 0.74 seconds back.

"It's always tough racing with Chuck," Taylor said. "I saw plus-zero, plus-zero on my pit board. Two laps before the red flag I saw plus-1."

"Chris was really good through turn 12 and the esses. I'd make up time on the brakes," Sorensen said. "I made a couple of mistakes going into turn one hot on the brakes. It's really important for the drive up the hill. It's like a straightaway."

More costly than the braking errors were mistakes Sorensen made in set up. After replacing the cylinder, piston, and head, the team was unsure about jetting. Oliver said he went down seven sizes on the main jet on his Performance South Racing Yamaha.

"We've got to be a little more careful on preparation and watch after ourselves more," Sorensen said.

The fight for fourth place was the best race in the class. Greg Esser had the spot at the start, with William Himmelsbach was fifth, and Tommy Hayden just back in sixth. By the fourth lap Hayden had caught up and, starting the sixth lap, Himmelsbach went under Esser in turn one to take the lead. Esser took it back on the seventh lap, and still held the spot at the end of the eighth when the race was stopped. Himmelsbach was a close fifth, with Hayden sixth.

FORMULA III

The RK Chain Formula III race would be one where Hayden would shine, but it would be a different Hayden. Nicky Hayden, the 14-year-old younger brother of Tommy, was quickly into the lead with Tommy, 16, second, and Kevin Murray third in front of the remaining 12-rider swarm.

Nicky Hayden pulled out a one-second lead on the third lap, but ending the fourth there was a five-rider breakaway with Nicky leading Thorton McPheeters, Chris Rogers, Tommy Hayden, and Kevin Murray.

McPheeters took the lead on the sixth lap as the lead trio began to inch away from Rogers and Tommy Hayden. Nicky Hayden regained the point on the eighth lap on the back straight, the leaders now hitting heavy traffic.

Hayden stayed in front, though McPheeters kept the pressure on all the way down to the last corner where he used a tight inside line, but without success.

The podium featured three different brands, Nicky Hayden on the Earl's Racing Team Yamaha, Kevin Murray on Joe Fahey/M.C.E. Racing Honda, and Thorton McPheeters on a self-sponsored Aprilia.

"That was a fun ride. I didn't know who was going to win," Murray said. "I was going to ride the draft and go on the inside to get to him."

Asked to describe the final lap, McPheeters said it was "one of 12" and that he had no strategy.

Tommy Hayden finished fourth, about two seconds behind, after passing Rogers on the seventh lap. Rogers was fifth, with Lee Parks, who'd sung the national anthem to start the day, finishing sixth.

SUPERSTOCK

The first race of the day was the Michelin 750cc Superstock final, a race that saw a trio of Valvoline Suzukis chasing Team Suzuki Sport's Aaron Yates.

Steve Patterson had the early lead until Yates came up from his fifth row start and went by on the fourth lap. "We passed each other a few times," Yates said. "They could get by in one and I got by on the backstraight."

Patterson took over again to begin the eighth lap, diving under in turn one, with Yates in front when they crossed the line, only to have it happen all over again in the same place. Yates caught on and stayed low in turn one starting the ninth lap, denying Patterson the opening. The next lap he put a lapped rider between them and was able to stay in front to the finish, though he knew Patterson was back there.

"I just go out and ride and take a look back once in a while," Yates said after winning by .17-of-a-second. "I could look back in turn seven and tell I was keeping a good distance. I was far enough in the back to where he couldn't get the draft."

Valvoline Suzuki's Dave Stanton and Tray Batey were third and fourth, respectively, racing together for the entire 12 laps, with Darryl Saylor fifth on a Performance by Gary Suzuki.

Patterson would get his win in the next race, the Michelin 1100cc Superstock event. Right from the start, he and teammate Batey took off, leaving Stanton alone in third.

Batey led the first two laps with Patterson taking over for the next two; Batey was in front for laps five and six. There wasn't much between them and it took an inside pass by Patterson in turn one on the 11th lap to regain the lead. He was also able to put a lapper between himself and Batey for the run up the hill.

Batey quickly dispatched the lapper and set off after Patterson, coming up two bike lengths short when the race was stopped on the final lap.

"We're pretty equal," Patterson said. "Going down the dip he would stick his knee out and I could catch him a little bit. I could catch him on the brakes. All the time I figured he'd be right there. I had a little problem coming under the bridge. We were both riding hard to that point. We were both maxed out there."

Batey finished second with Stanton about nine seconds back in third and Aaron Yates another four seconds back in fourth ahead of Billy Eisenacher on a Honda CBR900 RR.

The last of the Michelin Superstock races was the 600cc clash with Reed and his Kawasaki leading nearly flag to flag, though never able to break the draft of Honda-mounted Darryl Saylor. Reed took the lead on the third lap, but Saylor was always there and waiting for his spot. The lead was never more than a couple of bike lengths and that's what it would be on the final lap. Saylor tried a desperation move on the last lap, but he overshot the right-hander out of the Goodyear Bridge and rode onto the dirt. He took one last shot, coming up just short.

Glenn Szarek had moved into third on the fourth lap and finished there, about eight seconds behind the leaders. Honda-mounted Jamie Bowman, who had started near the back on the 33-rider field in the second wave, rode hard to finish fourth ahead of Mark Black on the Woods Honda/Kawasaki Honda CBR600. CN

Road Atlanta
Braselton, Georgia
Results: April 23, 1994

F-USA LEG 1: 1. Dave Sadowski (Hon); 2. Dale Quarterley (Kaw); 3. Scott Gray (Duc); 4. Rich Oliver (Yam); 5. Michael Martin (Suz); 6. Chuck Graves (Suz); 7. Glenn Szarek (Yam); 8. Mike Harth (Hon); 9. Paul Harrell (Yam); 10. John Ashmead (Kaw); 11. David Klassen (Yam); 12. Andrew Deatherage (Hon); 13. David Deveau (Hon); 14. Chuck Sorensen (Yam); 15. Chris Taylor (Yam); 16. Tray Batey (Suz); 17. Pablo Real (Duc); 18. Miles Baldwin (Yam); 19. Jonathan Bolton (Suz); 20. Geoffrey Wilson.
Time: 16 min., 49.43 sec.
Distance: 12 laps, 30.24 miles.
Margin of victory: 0.31 sec.

F-USA LEG 2: 1. 1. Dave Sadowski (Hon); 2. Scott Gray (Duc); 3. Glenn Szarek (Yam); 4. Rich Oliver (Yam); 5. Chuck Graves (Suz); 6. Mike Harth (Hon); 7. Paul Harrell (Yam); 8. Michael Martin (Suz); 9. John Ashmead (Kaw); 10. David Klassen (Yam); 11. Andrew Deatherage (Hon); 12. Chuck Sorensen (Yam); 13. Chris Taylor (Yam); 14. Pablo Real (Duc); 15. David Deveau (Hon); 16. Tray Batey (Suz); 17. Miles Baldwin (Yam); 18. Geoffrey Wilson (Suz); 19. David Davis (Suz); 20. Jonathan Bolton (Suz).
Time: 16 min., 43.04 sec.
Distance: 12 laps, 30.24 miles.
Margin of victory: 4.23 sec.

F-USA OVERALL: 1. Dave Sadowski (Hon); 2. Scott Gray (Duc); 3. Rich Oliver (Yam); 4. Glenn Szarek (Yam); 5. Chuck Graves (Suz); 6. Michael Martin (Suz); 7. Mike Harth (Hon); 8. Paul Harrell (Yam); 9. John Ashmead (Kaw); 10. David Klassen (Yam); 11. Andrew Deatherage (Hon); 12. Chuck Sorensen (Yam); 13. Chris Taylor (Yam); 14. David Deveau (Hon); 15. Pablo Real (Duc); 16. Tray Batey (Suz); 17. Dale Quarterley (Kaw); 18. Miles Baldwin (Yam); 19. Geoffrey Wilson (Suz); 20. Jonathan Bolton (Suz).

F-II: 1. Rich Oliver (Yam); 2. Chris Taylor (Yam); 3. Chuck Sorensen (Yam); 4. Greg Esser (Yam); 5. William Himmelsbach (Yam); 6. Tommy Hayden (Yam); 7. Michael Vadney (Yam); 8. John Sharrard (Yam); 9. James Bonner (Yam); 10. Richard Bolen (Yam); 11. James Williams (Yam); 12. Patrick Moore (Hon); 13. Drew Lincoln (Yam); 14. Steve Palella (Yam).
Time: n/a due to red flag.
Distance: 8 laps, 20.16 miles.
Margin of victory: n/a due to red flag.

F-III: 1. Nicky Hayden (Yam); 2. Kevin Murray (Hon); 3. Thornton McPheeters (Apr); 4. Tommy Hayden (Yam); 5. Chris Rogers (Yam); 6. Lee Parks (Hon); 7. W. Allen Willis (Rtx); 8. Ray Hixon (Hon); 9. Paul Black (Hon); 10. John Ulrich (Hon); 11. Roy Perry (Hon); 12. John Lawless (Hon); 13. Richard Dorfmeyer (Hon); 14. George Gervasi (Hon); 15. Davy Widjaja (Hon).
Time: 19 min., 10.57 sec.
Distance: 12 laps, 30.24 miles.
Margin of victory: 0.28 secs.

1100cc SUPERSTOCK: 1. Steve Patterson (Suz); 2. Tray Batey (Suz); 3. David Stanton (Suz); 4. Aaron Yates (Suz); 5. Billy Eisenracher (Hon); 6. Joseph Prussiano (Kaw); 7. Mark Junge (Suz); 8. Barry Rompella (Hon); 9. Joey Gilleland (Kaw); 10. Ray Litton (Kaw); 11. Pete Martins (Suz); 12. Ramph Rimrott (Kaw); 13. Earl Halford, Jr. (Suz); 14. Scott Brown (Suz); 15. Jonathan Bolton (Kaw); 16. Evan Semoff III (Hon); 17. Jack Dupree (Yam); 18. John C. Branch III (Suz); 19. Dr. James Batey (Yam); 20. Aaron Obenberger (Suz).
Time: n/a due to red flag.
Distance: 11 laps, 27.72 miles.
Margin of victory: n/a due to red flag.

750cc SUPERSTOCK FINAL: 1. Aaron Yates (Suz); 2. Steve Patterson (Suz); 3. David Stanton (Suz); 4. Tray Batey (Suz); 5. Darryl Saylor (Suz); 6. Billy Eisenacher (Yam); 7. Joseph Prussiano (Kaw); 8. John C. Branch III (Suz); 9. Danny Roberts (Yam); 10. Jamie Bowman (Hon); 11. Ray Litton (Kaw); 12. Joey Gilleland (Kaw); 13. Daniel Lowry Jr. (Suz); 14. Pete Martins (Suz); 15. Ralph Rimrott (Kaw); 16. Grant Lopez (Kaw); 17. Daniel Bailey (Suz); 18. Patrick Kenney (Yam); 19. Eric Smith (Suz); 20. Scott Brown (Kaw).
Time: 17 min., 39.06 sec.
Distance: 12 laps, 30.24 miles.
Margin of victory: 0.17 secs.

600cc SUPERSTOCK FINAL: 1. Mike Reed (Kaw); 2. Darryl Saylor (Hon); 3. Glenn Szarek (Suz); 4. Jamie Bowman (Hon); 5. Mark Black (Hon); 6. Max Autry (Hon); 7. Lanny Allen (Hon); 8. Grant Lopez (Hon); 9. Kevin Rentzell (Kaw); 10. Michael Himmelsbach (Yam); 11. Reuben Frankenfield (Hon); 12. Jonathan Bolton (Suz); 13. Jeff Williams (Hon); 14. Steve Doolin (Kaw); 15. Scott McFadden (Hon); 16. Evan Semoff III (Hon); 17. Sandy Noce (Kaw); 18. Bill Zearley (Hon); 19. Fred Provis (Hon); 20. Ralph Herrero (Hon).
Time: 17 min., 49.95 sec.
Distance: 12 laps, 30.24 miles.
Margin of victory: 16 secs.

YAMAHA SECA II CHALLENGE SERIES FINAL: 1. Thomas Rose; 2. Mark Whitehurst; 3. Eric Pladson; 4. Craig Westwood; 5. Michael Laney; 6. Jeremy Mouser; 7. Gary Brown; 8. Darrell Ryals; 9. Todd Snyder; 10. Chuma Hunter-Gault; 11. Robert Verini; 12. Mark Mintel; 13. Steven Green.
Time: 20 min., 16.89 sec.
Distance: 12 laps, 30.24 miles.
Margin of victory. 1.13 secs.

Upcoming Rounds
Round 2: Shannonville, ON, Can. - May 26
Round 3: Indianapolis, Indiana - July 24

WERA Sunoco/Performance Machine National Endurance Series

Round 2: Road Atlanta

Team Suzuki Endurance sets a sift

By Henny Ray Abrams
Photos by George Roberts

BRASELTON, GA, APR. 23

The second round of the Sunoco/Performance Machine Endurance series was scheduled for four hours, but because of three red flags only ran for about half that. The final green flag came with 45 minutes to go, turning the race into a sprint that was decided in the last 10 minutes.

Round 1: Road Atlanta

Team Suzuki Endurance won its second successive race in 1994, keeping its perfect record intact.

As usual, the race was won by Team Suzuki Endurance, though they admitted they weren't the fastest bike on the 2.52-mile Road Atlanta circuit. That honor went to Glenn Szarek, the lone rider employed by Virginia Breeze Racing for the two hours, six minutes of actual competition. That the team used only one rider caused some carping by a rival team owner, though it was allowable under WERA rules. What wasn't debatable was Szarek's performance.

Szarek led every lap, over all three segments, only to be taken out by a fuel pump failure on the team's Yamaha FZR1000 within 10 minutes of the checkered flag while holding close to a 14-second lead. Team Suzuki Endurance inherited the lead and Michael Martin took the checkered flag for the team's 94th WERA endurance victory, though he acknowledged that the day wasn't his.

"Basically, I said to myself that I couldn't catch this dude," Martin said, referring to Szarek. "I said I'd bring this baby home and get us a second-place finish. I came over the brow and saw this waving yellow. I just thought I'd slow down then I saw the Virginia Breeze bike. I went by and thought he was going to get going again. I thought maybe it was temporary thing. Today, honestly, he was quicker than we were."

That was small consolation to Szarek, who spent several minutes after the race on his pit bike with his head slumped down in his arms as friends tried to console him.

"It's a tough one to swallow, but we'll go on to the next race," Szarek said. "As soon as I came out of turn seven and started rolling, it cut off. I didn't know if it was the tether switch, or if it went on reserve. I started pushing, and halfway up the cavity the truck came and took it. It's kind of tough to be that close to winning our first one."

After a lengthy scoring delay, Northwest Honda Racing was credited with second place overall, with Gordon Miller doing all of the riding on the team's Honda CBR900 and finishing better than a lap down on the winners. Another lap behind in third overall, but first in Heavyweight Production, came Team Pearls Suzuki with Darryl Saylor, Reuben Frankenfield, and Frank Wilson sharing the saddle of the Suzuki GSXR750. Second in Heavyweight Production, and fourth overall, was Kawasaki ZX7R-equipped Light Speed II.

Team Suzuki Endurance gave most of the seat time to Martin, though Tray Batey rode the middle stint. The pair completed 82 laps and 209.16 miles of the 12-turn track. Because of the red flags, no average speed was given.

The race began on a bright and beautiful Georgia afternoon, the sun shining as the 50-rider field took to the tortuous Road Atlanta circuit. Szarek, Martin, and Cycle Motion Racing/Prudential Securities' Dave Deveau set the early pace, the trio lapping the tail-enders by the fifth lap. With traffic congestion increasing, Szarek was able to cut through it and pull out a seven-second advantage by the 10th lap. By the time the first red flag flew at the 45-minute mark, Szarek held close to a 17-second lead over Martin and Deveau. Darryl Saylor was fourth on the Pearls Suzuki, the last rider on the lead lap.

A three-rider pile-up in turn seven had caused the first stoppage. No one was hurt, though there was some trashed machinery and oil on the track.

Many of the teams changed tires with Cycle Motion Racing/Prudential Securities having to change clutch plates and springs.

"Right after the 10th lap I could feel it slipping a little bit," Deveau said. "I had radio communication with the team and they told me that I had 30 seconds on fourth place and to save it. I was hoping for a red flag and got it."

After a 30-minute delay the race began again, the riders gridded not by their finishing positions in the first leg, but as they were at the start of the race. Those starting spots were earned at the previous WERA endurance race in Talladega.

Szarek again got the holeshot; this time he was pursued by Deveau, Gordon Miller of Northwest Honda Racing, Reuben Frankenfield of Team Pearls Suzuki, and Batey on the Suzuki Endurance GSXR. And again it was Szarek disappearing from the field. He had eight seconds in hand by the third lap, with Batey moving into second after Deveau ran off the track on the second lap.

"Going into turn six I caught a false neutral and went straight downhill into the woods," Deveau said.

Depending mostly on traffic, Szarek was able to turn lap times in the mid 1:26s and easily left the field behind. By the time the second red flag came out, after about 32 minutes of racing, Szarek's lead on Batey was about 20 seconds, with Miller third, Deveau back up to fourth and Frankenfield fifth.

The second delay was brought about by a five-rider crash on the exit of turn six. Again no one was hurt, but the delay dragged on for over an hour as the track was made safe, though another red flag was minutes away.

On the third lap of the third start, the Recycle-Hudson Valley Suzuki 600 blew an engine on the front straight, spewing oil on the racing line and bringing the swift appearance of another red flag.

Szarek was again in the lead when the race was stopped for the third time and growing tired the routine.

"It was kind of annoying to build up a 20-25 second lead and then get the red flag," Szarek said. "I was kind of wondering if I could keep it up with the restarts."

The final green flag was waved with 45 minutes to go. Szarek was again in the lead and riding all the way, to the annoyance of Team Suzuki Endurance team captain John Ulrich.

"We stuck to the rider rotation the whole race," Ulrich said during an interview over the track public address system. "The other team ran one guy the whole race and that's sort of a gray area in the rule book."

Buford Scott, team captain for Virginia Breeze, said the team was well within the rules. Scott pointed out that the rulebook says that a rider can't run for more than two hours seated on the motorcycle, and that the down time didn't count against the rider's allotment. Plus, if a rider rides for two hours, he needs to be off the bike for 30 minutes before riding again. Because of all the red flags, the team was clearly within the rules, as was Northwest Honda Racing which employed a similar strategy.

"If this was a club racing, and I was racing myself, I could see that," Scott said of Ulrich's objection. "But I'm a team manager and my goal is for the team to do the best it can."

Martin was back on Team Suzuki Endurance for the final sprint, and again chasing Szarek, but to no avail. The Baltimore-based Szarek pulled away at the rate of almost a second a lap, with Martin leaving third-placed Cycle Motion Racing/Prudential Securities behind. Their chances for a podium finish ended on the fourth lap of the final re-start when second rider Joe Brett Williams was black-flagged and brought in to check for an oil leak.

Williams misunderstood the official the first time he came in and had to be brought back to the pit lane again to make sure there was no problem. The delay cost the team eight minutes and dropped them to an eventual seventh place finish. Team manager Landers Sevier said that it was a simple matter of overfilling the engine during the final break. He said that the motor surged, sending the overflow up into the tail section and into the exhaust pipe.

With 15 minutes to go, Szarek held about a 14-second lead with Martin better than 30 seconds in front of Northwest Honda's Miller, with Light Speed II's Woody Deatherage third in front of Arclight Racing. Soon afterward, everything changed.

First, Szarek came to a stop when his fuel pump failed with about 10 minutes to go, handing the lead to Martin. "I honestly couldn't believe it when I saw the bike stopped," Martin said. He took the lead with better than a one-lap cushion and breezed home. Northwest Honda Racing would come second, but Light Speed would lose third when Deatherage had to pit for a splash of gas with about three minutes to go. Arclight would have been in position to take advantage, but they, too, had gas problems running out on the front straight with about four minutes remaining. "We miscalculated by two minutes," Arclight's Chuck Warren said. "We have a reserve capacity that's good for two laps, but we added significant horsepower. It cost us eight positions." They finished 12th overall.

Team Pearls Suzuki moved up to third, with Light Speed II's Deatherage finishing fourth and Red Hot Racing finishing fifth.

"The Virginia Breeze bike was running good. Szarek was better than us today," said Team Suzuki Endurance's Tray Batey, who rode the middle stint. "John (Ulrich) told me he didn't want to see me toss the bike around. Mike (Martin) is the stronger rider on this race track."

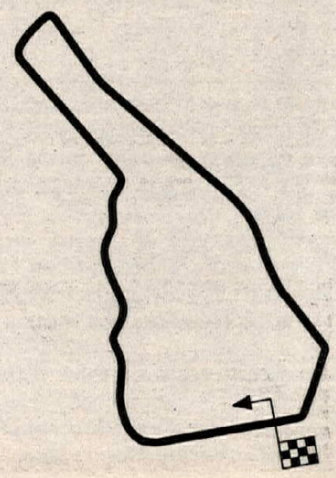
Northwest Racing's Gordon Miller did all the riding on the second-place bike and said that all of the red flags allowed him to fine tune the suspension. "Each time I got a little faster," Miller said, adding that he did all of the riding for two reasons: The first was that he was a little faster than teammate Ronnie Lunsford, and the second was that his other teammate, Gregg Abbott, was getting married.

Reuben Frankenfield, who rode the middle section for Team Pearls Suzuki, was wary of how the team's 750 would fare against the unlimited bikes, but found them to be competitive.

"At this track I thought we'd get killed," Frankenfield said. "Gary Evans, of Performance by Gary, worked on the suspension all day Saturday and worked on jetting today." CN

Road Atlanta
Braselton, Georgia
Results: April 23, 1994

OVERALL: 1. Team Suzuki Endurance (Suz); 2. Northwest Honda Racing (Hon); 3. Team Pearls Suzuki (Suz); 4. Light Speed II (Kaw); 5. Red Hot Racing; 6. Team TSBA (Kaw); 7. Cycle Motion Racing (Hon); 8. Competitive Edge Racing (Suz); 9. Brian Gibbs Racing (Hon); 10. Cycle Nuts 'n Bolts (Suz); 11. TKO Racing (Kaw); 12. Arclight Racing (Hon); 13. Royal Racing (Hon); 14. Can-Am Racing (Suz); 15. R.A. Racing (Suz); 16. Pure Sports Racing (Hon); 17. Stray Bullet Racing (Hon); 18. Nicholson's Ann Arbor (Hon); 19. AMS Racing (Yam); 20. Team Powerbar Suzuki (Suz).
Time: 4 hours
Distance: 83 laps, 209.16 miles.
Margin of victory: n/a due to red flag.
Average speed: n/a due to red flag.



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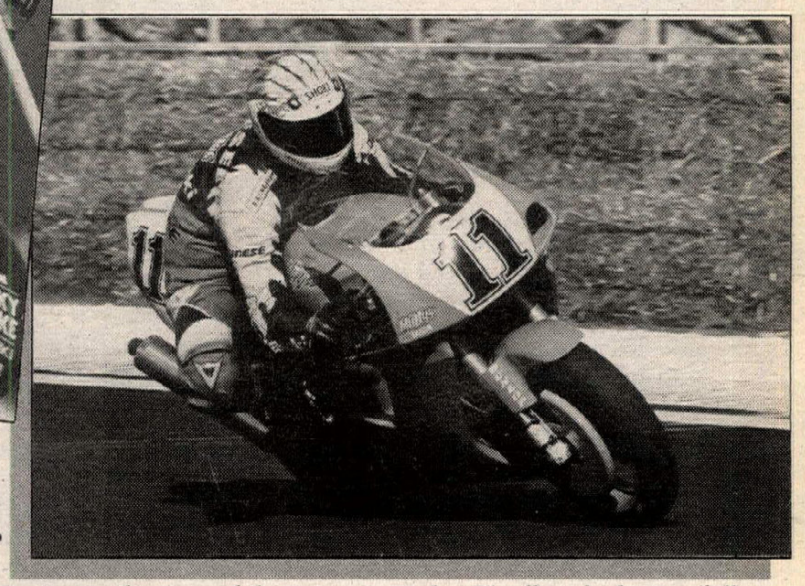

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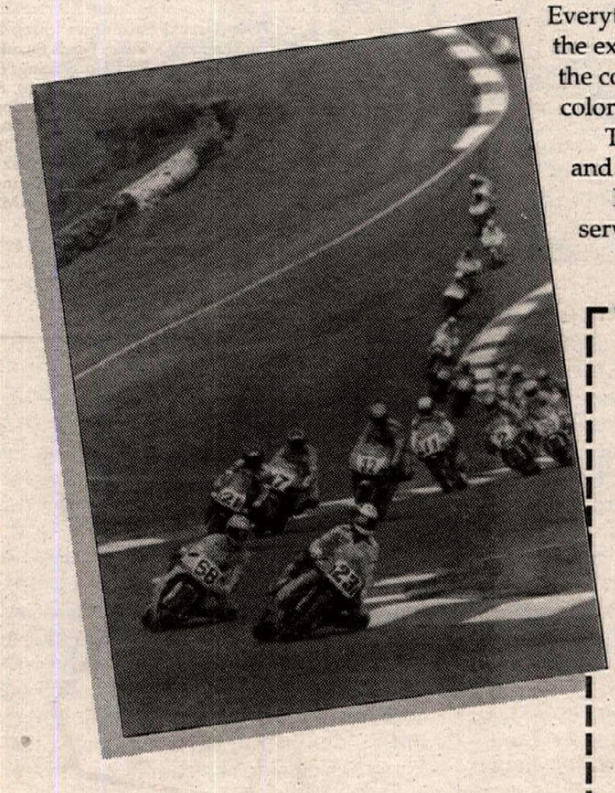

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Round 2: William's Ranch

Hamel at home in the dust

(Above) Danny Hamel capitalized on familiar, desert-like race conditions to post his first-ever reliability enduro win. (Right) Who says enduro riders can't race motocross? Kelby Pepper punishes a powdery Texas berm.

By Steve Berkner

CROSBYTON, TX, APR. 16-17

Competing in dry, dusty conditions, Kawasaki's Danny Hamel beat Suzuki's Randy Hawkins by 34 seconds to win his first-ever National Reliability Enduro at the second round in Texas. Due to a four-month dry spell, the competitors - most of them accustomed to wet and muddy woods riding - found themselves in riding conditions more akin to a hare and hound. It was those conditions that allowed Hamel, a three-time National Hare & Hound Champion, to employ his desert racing techniques and leave his competitors in the Texas dust. Riding in the Heavyweight two-stroke class, Hamel put together a string of top-10 special test scores to post the win.

"I just tried to ride hard during the two days," said the Kawasaki Team Green/Thor/Alpinestars/Bieffe/Braking/Dunlop/Donjoy/Endura/F&L/RK/IMS/Maxima/N-Style/Pro Circuit/Scott/Sprocket Specialists/Back Canteen/Terrycable/MXA-sponsored Hamel. "The dust and dry dirt conditions definitely favored us desert racers. I went out there this morning (Sunday) with the lead and rode conservatively, trying not to make any mistakes."

Kelby Pepper followed up with third place on his KTM 125, putting tiddlers in two of the top three spots (Hawkins rode a Suzuki RM125). Just five seconds separated the scores of Hawkins and Pepper after two days of special tests. "My ride was pretty much uneventful out there," said Pepper. "The 125s were really at a disadvantage in the grass tracks, though, especially on day two, when the trail turned to powder. I guess I'm happy with my performance."

Hawkins, who campaigns an RMX250 on the National Enduro circuit, concurred. "I really like riding the 125 in the tight terrain sections," he said. "The 125s are losing too much power to the 250s in the deep sand."

Filling out the top five places were Grand National Cross Country Champion Fred Andrews and off-road Jack-of-all-trades Larry Roeseler.

Heavy dust plagued most of the 168 riders, making it difficult to read the ribboned trail each day. Getting lost on the countless criss-crossing trails was a common problem. During the first day's second special test, many of the riders became lost and ended up cutting the course, throwing off many of the test scores.

The confusion led the event's organizers, the Lubbock Trailriders, to throw out the first terrain test. Club president Dan Hooks said they were forced to use ribbon almost exclusively, rather than the more traditional florescent arrows. "The grazing cattle have a tendency to eat the markers," he explained. "We can spend all day before an event putting up arrows, and if the cattle decide to move in overnight, the arrows are gone."

The course markings may have also played into Hamel's hands. "I make my living following ribbon in conditions like these," he said. "I'm sure that's the reason I did so well here."

The course consisted of two days over the same 92 miles of trail, located 20 miles southwest of Crosbyton on the 12,000-acre William's Ranch. The riders' special-test talents were challenged by two motocross tests and two terrain tests each day. Because of the dust, a final motocross was not held.

The MX tests were held in a sandwash near the pit area. Both tests were approximately one mile long and were used each day. The terrain tests were approximately four miles long each, and consisted of tight single-track through manzanita and cacti. Both tests were used on both days.

During a day-one transfer section, riders were routed through the "Rambo" area, a canyon ridge the club traditionally showcases on their enduros. The 30-inch-wide trails combined with a tight schedule made it impossible to stay on time. All the riders were late to the following check - check 10 - and were assessed route points. Only the eventual top-four overall finishers - Hamel, Hawkins, Pepper and Andrews - got away with dropping just two points, with the rest of the field arriving even later. Riders were penalized 60 points for each minute late, and in a sport where 60 seconds can separate the top 10 places, the two-minute-late crew had a distinct advantage. This set off a flurry of protests after day one, with many of the seasoned Six-Days vets voicing their displeasure with the section.

Andrews may have won the qualifier had his inexperience not cost him after the section in question. Riding in his second reliability enduro ever, the Yamaha pilot was extremely fast through the manzanita, but was still scored two minutes late. "I was a little confused when I came into the check," said Andrews. "I was the only guy there, and none of the other guys on my minute were around. I sat there and waited another minute until I figured it out."

"Even though I was already one minute late when I came into check 10, I had plenty of time to get punched in," said Hawkins, another victim of the check. "I started begging with the lady to punch me in quick. She must've got confused because she started looking at both sides of the card like she didn't know which side she should punch, and my minute went away."

Kawasaki's Roeseler, Davis and

The learning curve

Former 125cc National Motocross Champion Guy Cooper, Grand National Cross Country Champion Fred Andrews, and desert racing hot-shoe Greg Zitterkopf all improved their round-two finishes over those in round one in Arkansas last month. The three are rookies to the National Reliability Enduro Series and are trying to qualify for the Tulsa Six Days in September.

KTM's Zitterkopf finished over 1000 points behind Heavyweight Four-Stroke class winner Scott Summers in Arkansas, but won the class by a similar margin in Texas. "I'm starting not to make beginner mistakes," he said. "Last month in Arkansas, I went into impound on the end of day one without a rear tire on the rim, all because I (serviced) the air filter first. Now I leave that until last."

In Arkansas, Cooper followed a group of riders off the course; by the time he realized his mistake, he was way behind schedule, and his score at the next check put him far down on the results sheet. Despite the problems with course markings in Texas, Cooper did a better job of staying on course and finished a respectable sixth overall. "During the first special test everybody in our group went to the right," said Cooper. "When I noticed oncoming traffic, I immediately turned around and got back on the course. It probably cost me less than 20 seconds."

Andrews improved his round-one result three spots to finish fourth overall, and said, "I was excited in Arkansas, being my first qualifier and all. Things were just a little too tight there for me, and I just didn't know what I was doing. Here the terrain is a little more what I'm used to. I knew coming into here that Hamel, Roeseler and Davis would have an advantage, so I'm really happy with my score."

(Left) Randy Hawkins stares down the barrel of the next turn during a motocross test. Hawkins finished second overall on a Suzuki RM125. (Below) Arriving several minutes late to a controversial day-one check held Ty Davis to seventh overall. Davis had the fastest time in four special tests out of seven. (Bottom) Grand National Champion Fred Andrews placed fourth overall in the second qualifier of his career.

Hamel were making their debut in the series after missing the opening round last month. The Team Green trio posted the fastest overall times in six of seven special tests, but the check 10 time schedule kept them from sweeping the top three positions. "The idea behind trail sections is to transport riders from test to test, not to take points from the riders," said Roeseler, a veteran of the ISDE. "All day long we were making it to the time checks with about five or six minutes to spare. Then along comes check number 10, when all of us come in about two or three minutes late. If the trail conditions had changed due to rain, then we all would have been at a disadvantage, but when we'd been led to believe that we could make it to each check with no problems, then the riders were deceived."

The "unofficial protests" were considered by the organizers, but they decided to let the check stand. AMA member activities director Hugh Fleming, who was present at the event, said, "After the fact, we knew that time check number 10 was a tough section, but because all the riders had to ride the same course, it was left in."

That section was eliminated from the course altogether on day two, and the second terrain test remained the same as on day one. None of the top riders dropped trail points on day two.

Though the controversial check virtually decided who the top four would be, special test scores would be needed to determine the order. The fast times belonged almost exclusively to Davis, but his check-10 score made an overall win impossible. "I was really bummed when I heard that they kept check 10 in," said Davis, the top-finishing American during last year's Dutch ISDE. "I mean, things were really confusing out there with the dust and all."

Davis had battled with stomach flu on day one, and dropped a whopping 240 penalty points at check 10, but his four fastest special test scores (from a total of seven) put him sixth overall. On Sunday, he had three fast times out of four. "Because I knew I couldn't win the overall, my mission today (Sunday) was to go out and win all the special tests. So when the results are posted they can ask, 'How come I didn't win?' and I can tell them it was because they didn't throw out the check." CN

Willliam's Ranch
Crosbyton, Texas
Results: April 16-17, 1994 (Round 2 of 8)

O/A: 1. Danny Hamel (Kaw); 2. Randy Hawkins (Suz); 3. Kelby Pepper (KTM); 4. Fred Andrews (Yam); 5. Larry Roeseler (Kaw); 6. Guy Cooper (Suz); 7. Ty Davis (Kaw); 8. Rodney Smith (Suz); 9. Chris Smith (Hon); 10. Greg Zitterkopf (KTM); 11. Jim Gray (KTM); 12. Fred Hoess (Hus); 13. Davide Trolli (Kaw); 14. Kurt Hough (Kaw); 15. Josh Whitaker (KTM); 16. Todd Harris (Kaw); 17. David Rhodes (Kaw); 18. Brian Storrie (Kaw); 19. Donnie Book (Kaw); 20. Destry Abbott (KTM).

AMA NATIONAL CHAMPIONSHIP RELIABILITY ENDURO SERIES POINT STANDINGS (Best 6 of 8 rounds count): 1. Randy Hawkins (55/1 win); 2. Rodney Smith (38); 3. Fred Andrews (32); 4. (TIE) Danny Hamel (30/1)/Fred Hoess (30); 6. (TIE) Kelby Pepper/Chris Smith (24); 8. Duane Conner (18); 9. (TIE) Steve Hatch/Larry Roeseler (16).

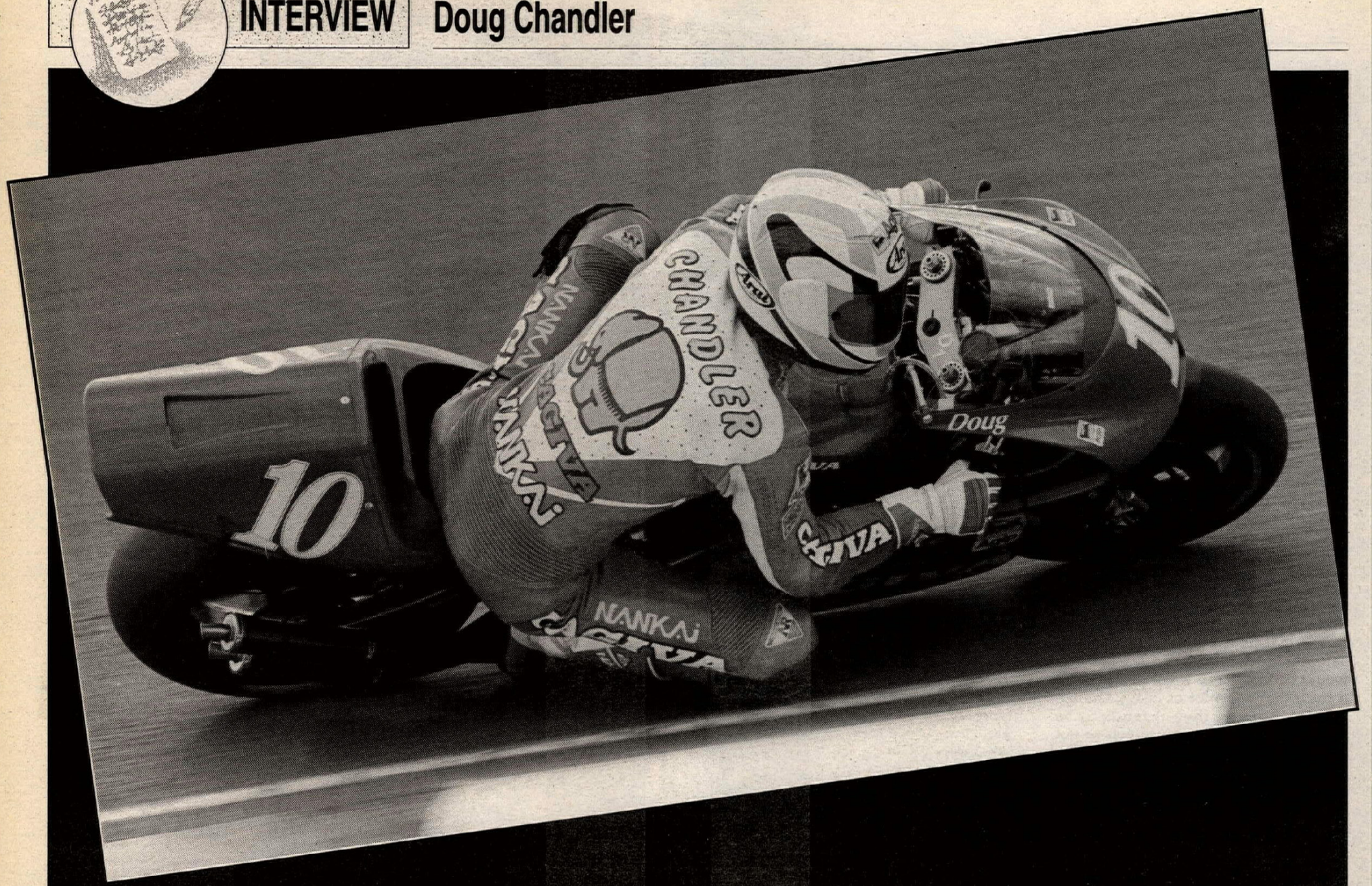
Upcoming Rounds:
Round 3 - Minden, Nevada, April 23-24
Round 4 - Tillamook, Oregon, May 14-15

Briefly...

Kawasaki Team Green's **Danny Hamel** gave some of the credit for his win to Team Suzuki's **Steve Hatch**, who sat out the event with a broken finger. "I'd really like to thank Steve for borrowing me a rear mousse," said Hamel. "I came here this week with a tube on the rear, not knowing that there would be so many thorns and cactus. Steve is such a sportsman that it didn't matter if I was riding a Kawasaki or not. He's just excellent."

Though his broken finger will cause him to miss the April 23-24 Minden, Nevada, qualifier, **Steve Hatch** doubts he will miss a round of the National Enduro Series, which he is currently leading. "Hey, it's the smallest bone I could have broken," said Hatch. Round four of the enduro series is in Perkinston, Missouri, on May 1.

Italian off-road star **Davide Trolli** participated in his first American reliability enduro in Texas, and his efforts were rewarded with a gold medal in the Heavyweight Two-Stroke class. Because of his citizenship, Trolli will not likely be allowed to qualify for the U.S. team, but he said, "I expect to lend a hand with America's Six-Days efforts wherever Kawasaki would like me to help out." Trolli has a work permit to stay in the United States through November.



Ready for fulfillment

By Henny Ray Abrams

Doug Chandler begins his fourth year of Grand Prix road racing still waiting to fulfill the promise he brought with him when he moved to the 500cc GPs after winning the AMA Superbike National Championship in 1990. His first year was spent on Kenny Roberts' B-team, a second-tier effort which provided a low-pressure introduction to the rigors of Grand Prix racing, but found him suffering after his team lost interest when they learned he'd be moving on the following year.

That next season would see him aboard his first full-factory GP ride, the soft-spoken Chandler occupying the second seat to Kevin Schwantz on the Lucky Strike Suzuki squad in 1992. The bike, which was designed around the tall and lanky Schwantz, fit Chandler better than the Yamaha and he rode it to a fifth place finish in the championship, carding a pair of seconds and a pair of third-place finishes. Three non-finishes toward the end of the year kept him from finishing higher in the championship.

Chandler would have liked to stay at Suzuki in 1993, but the budget wasn't there for two first-rate riders, so he moved to Cagiva, a team that had shown promise but hadn't achieved consistent results. It was a difficult spot for Chandler. Being teamed with Grand Prix rookie and notorious hothead Mat Mladin forced the bulk of the development on Chandler. It was a spot he'd never been in before and he was there aboard a bike without a winning heritage. His debut for the Italian team came at the Australian Grand Prix at Eastern Creek - and it was impressive. Chandler led the race before giving way to Wayne Rainey and Kevin Schwantz. His third-place finish would be the highlight of a season that would quickly turn sour.

During practice for the following race, at the Shah Alam circuit in Malaysia, his throttle stuck open in a third-gear corner tossing him off and leaving him with a chipped bone in his left hand. He soldiered on to a ninth-place finish in the GP, but the injury would end up taking its toll for many races.

The season would be up and down. His fourth-place finish in Assen was his best after Malaysia, but the season was littered with five non-finishes. In the end, he would finish the year ranked 10th in the championship, and in a surly mood after Cagiva recruited John Kocinski for the last three races.

Chandler reacted badly to Kocinski's arrival, a response that he admits affected his riding. If there was any question about the Cagiva's ability to win races, Kocinski quickly dispelled them. He carded a pair of fourths before winning the U.S. GP at Laguna Seca, the first win for the Cagiva in all-dry conditions, and then nearly won the final race of the year in Jarama before being taken out by Honda's Shinichi Itoh. The performance was good enough to earn Kocinski a full-season ride for 1994 while forcing Chandler to deal with it.

The 1994 season again began in Australia, with the 28-year-old from Salinas, California, struggling to a ninth-place finish after picking the wrong front tire, while Kocinski gave Cagiva its third win with a dominating performance. In the next race, in the oppressive heat of Malaysia, Chandler finished ninth again with Kocinski taking second.

As you will discover, Chandler knows that the problem isn't with the Cagiva but rather with himself. Though he and Kocinski will never be the best of friends, Chandler seems to have accepted him as a teammate and knows that Kocinski's ability can only assist in the development of the Cagiva. What Chandler needs is to get the confidence back that he had as recently as 1992. He took a big step toward that goal when he joined forces with crew chief Kel Carruthers for the 1994 campaign. Carruthers has been involved in six 500cc World Championships as a tuner and also won one as a rider, capturing the 1969 250cc World Championship aboard a Benelli. Discussing the fire-engine-red Cagiva, refined and improved for 1994, and carefully fettled by Carruthers, is where our conversation while in Malaysia began.

Let's start with the bike. What needed to be improved for it to be competitive with the Japanese bikes, and was it done?

The biggest thing, I think, would be more power than acceleration. It was funny, last year the top speed seemed all right because the aerodynamics were good. If you came off (the corners) in fourth gear with them, when you got to fifth or sixth gear there really didn't seem to be such a difference. This year it seems to be the other way. When you first come out of a corner the bike seems to be right there, but then, as you go on down, you get taken a little more on the end. I guess it's one of those things where we were wanting a little more on the bottom and, in turn, it took a little away from the top. Chassis-wise, it's a lot cleaner. No major changes, just a lot of refinements.

How much did you discover in testing?

This was one of the few bikes that I got to ride that was really good just throwing a leg over it to start off with. We didn't make big changes, really. Pivot position, engine position, steering head - everything is pretty much how it was when we started. We're just here (in Malaysia) starting to play around a little with the pivot.

When did you first ride these bikes?

In January, when we came to Australia. When we did the Jerez test in December we were using the old bikes, but we had some of the (new) engine pieces.

Are you using the anti-dive system on your bike, and, if so, how is it working?

I like it. I tried it, one of the first systems, last year at Mugello and it was

bad. It was just a full-on anti-dive. When you had the brake on, the forks were locked and you weren't getting any transfer. It wasn't bad, but it wasn't good. You couldn't carry your brake into the corner because it kept the front end up high. This new system - I'm not 100% on how it works, but it doesn't lock the front. I think it just slows everything down to where it's not as quick to jump up on the front wheel. Say on a normal bike, if you get on the brakes really hard the back end wants to come up; this one seems to want to stay a bit more level.

How did it come about?

I think the Ohlins guys had a fair amount to do with that and I think Mats (an Ohlins technician) had that system kicking around in his head but he didn't think anyone would try it. Our guys came up with their own system last year. And then when they got back up with Ohlins, they designed this new one.

Is it harder to set up the front suspension with the anti-dive?

To a certain point it is, because you can get away with much lighter front springs; a softer setting on the front. I think the trade-off, as far as being able to use that, is it's good if the track is smooth and high speed - I'd say that would be ideal - but when you come to a track that has a lot of heavy G-load, and it's bumpy, then it tends to be maybe not as good because you've got such a light front-end setting. Ideally, you always run soft to keep the weight on it through the corner. But since we have this anti-dive, that's going to help (keep) it from not bottoming out going in. So now you've got something that's riding really plush and moving around a lot through the corner, but you've still got the old stiff spring that you normally use in the back. I guess I was having some trouble here, not so much with the braking corners, but just the really bowl-type corners like the last one onto the back straightaway. You bend it off in there, and it's 'Okay, okay' until you get into the apex and there's a dip and then everything just kind of gets upset.

How long did it take to get comfortable working with your new crew chief Kel Carruthers?

I never had any trouble right from the beginning. It was kind of, I think, hard for him because it's another new motorcycle and new mechanics to work with, as well. I think that was the toughest bit - him just having the time to be around the guys and the bike to get comfortable with (them and) it.

Are his methods different from what you were used to last year?

There's not a lot of difference. He seems to be a bit more thorough - wanting to double-check and making sure everything is going to be the way it should be - which is nice. That was one of the things that kind of got me gun-shy last year. The throttle stuck on me a couple of times; things that you don't want to happen more and more, and (when) they do, you kind of lose faith and hope that they know what they're doing.

One of the times your throttle stuck was here in Malaysia.

Yeah, that would be the biggest one. After that we had it stick in Salzburg, and that was the cable. You've got a push-pull, and you've got a guide on the carburetor, itself, and the return cable. I guess if it's loose it can jump track and get out of that and bind up. I guess that's what happened at Salzburg and one other place. We still don't know if that's what happened here, or if I got a rock in the carburetor.

How long did it take you to get your confidence back with the bike?

I think I'm still having trouble with that now. I know there are a lot of things I want to do and need to do. I'm comfortable with the bike. The bike's suited to me where I can do what I want with it - it's just doing it. I'm having a hard time getting there. I want to get back into where I was, but I'm just kind of tentative and not wanting to rush into anything.

Where do you notice this?

My main problem, I'd say, is going into the corners. I don't know if that anti-dive's really a big improvement, but for me it gives good peace of mind. It just makes my stuff more controllable and (that), in turn, makes me feel more comfortable.

At what point did you start to lose faith last year? Was it after Salzburg?

No, because we kind of did good after Salzburg. We went to Assen and raced with Wayne (Rainey) and I was running good till the last lap, and (Alex) Criville got me. I was pretty comfortable with that. I was a bit disgusted because I kind of thought we could have raced with Kevin (Schwantz) and Mick (Doohan). I was starting to finally get decent grip in my hand again. I think we did Barcelona after that and I was really comfortable there. We were going really good but we got run into and taken out of that one. And after Mugello it was just a big downfall.

What happened at Mugello?

I got high-sided and thrown down. And that's when all of this stuff came up about them putting John (Kocinski) on the bike. I just mentally got let down, and I kind of felt stepped on. I knew we were having some hard times and bad luck, but I was giving it everything I had. And then to have them bring in another guy, I kind of thought, 'Well that's not too good.' After that I got really disgusted.

Did you think of leaving?

Yeah, at times. But, I don't know, it's... I think it might give you (more) peace of mind, but I don't think you'd ever conquer it or get over it. Starting this year is not so bad. Going in I knew John was there. At the end of this season it will actually have helped me, I think.

That's a big change from what you said last year.

Yeah, well I'm saying it in the terms that he's going good, that he's riding the bikes good. And it should get me going sooner, having him there every day.

You did have a teammate last year.

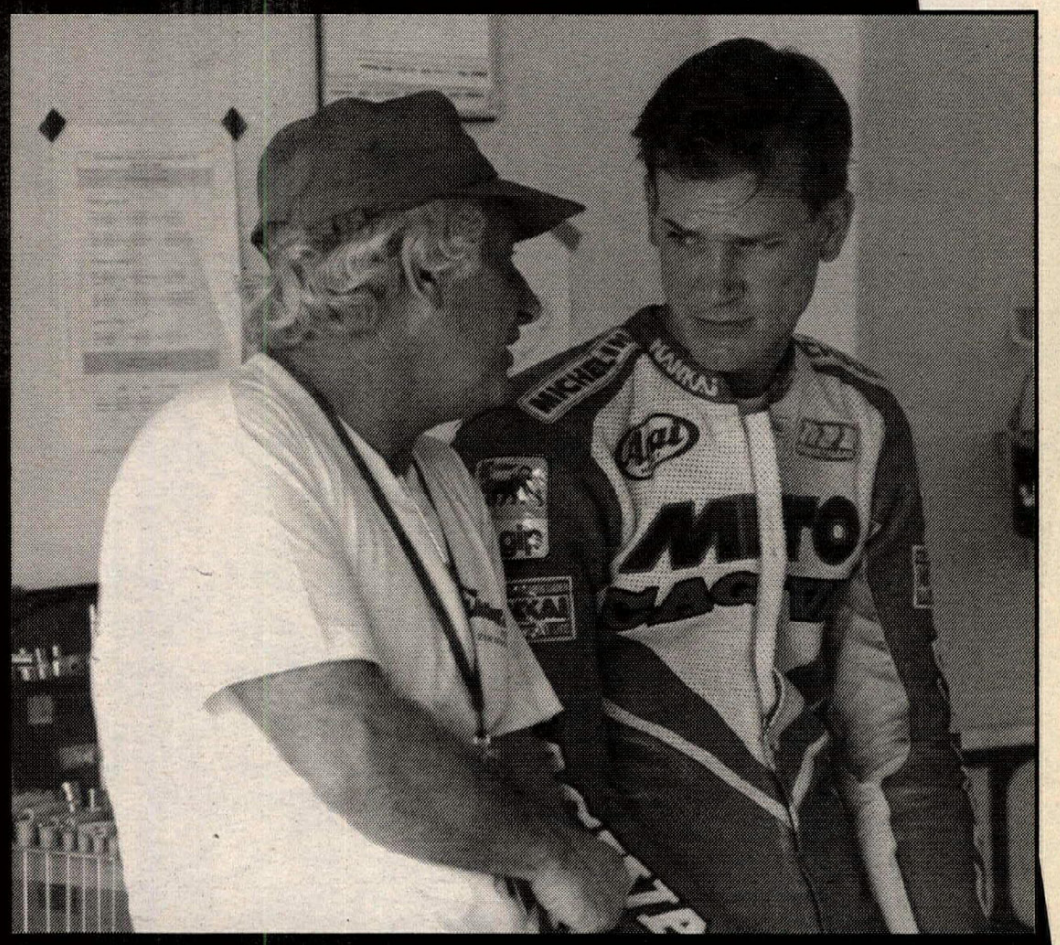
Yeah, I thought he (Mat Mladin) did okay, respectable for his first season. I don't know what happened after that. But you know, I think at the end of this season Johnny will have helped me out.

Do you get along okay with him?

Yeah, I get along with pretty much everybody.

Do you share any information?

Not so much (with) each other. I'm sure that he's got Firenzo (Fanali - Kocinski's crew chief) checking to see what we're doing and, occasionally, my biggest concern is to the front so I'm always curious to see what kind of tire he's using. Not so much on his settings, but I feel he's pretty good at picking a good front tire.



Doug Chandler (right) with his new crew chief Kel Carruthers.

Does he ride the same as you?

No, our styles are definitely different. That's why I'm not too bothered to be concerned about any of the other things.

So would his front tire choice translate to what you do?

Tire-wise we're always pretty close. You've got so many front tires to go through - it's just hard. Even with the Suzuki stuff I had a hard time with the fronts. But I thought the Suzukis were so light on the front; it was hard to get a decent one to get the bike set up to where it was getting weight on the front. I think that's what Kevin (Schwantz) and Alex (Barros) had trouble with here - not enough weight on the front.

Were you surprised that Kocinski won in Australia?

No. I was kind of surprised that he left those guys the way he did. I kind of thought that Mick (Doohan) and Luca (Cadalora) were going to be pretty close. I don't know if they got held up behind Kevin (Schwantz) and Johnny got away quick, or what. John just smoked them.

What happened to you there?

I kind of made a bad tire choice.

Front or rear?

Front. I was thinking that since it was a bit warm Sunday that I'd try a harder tire, which had been fine only days before in testing. I thought that in hot conditions, for sure, the harder tire would be better, but it wasn't good right from the start. I was pushing it from the second lap on.

It seems that a lot of people had trouble with their Michelins in Australia. Can you tell if the Michelins and Dunlops are pretty close?

I would say they're pretty close. The Dunlop moves a lot more, but I think it's just the way the tire rides. I've never known Luca (Cadalora) to be a slider, but he's got that thing hung out. That's the way Wayne (Rainey) rode it.

How many tire choices do you have?

It's unbelievable what you start out with. You start out with a list. This morning we had 4-17s, and 2-16 1/2s. In the afternoon I was handed two more 17s and one 16 1/2 and tomorrow I think we'll have that many more. Just rears.

How many of them did you get through?

I did all of them but one or two, and the tire I liked the best was the one I liked here in the test when we came in January.

Can you come to a track like this without testing and expect to do well?

Early in the season I'd say no, later in the season I'd say yes.

Do you think when you get to a place like Suzuka that it might not favor the bikes the way they are?

I don't think it'll matter, really. I don't think Suzuka will be any more of a disadvantage than what Eastern Creek was. The biggest thing that kills the bikes compared to the Honda is the acceleration off the tight corner and down the long straightaway. Anywhere you're carrying speed through the corners, you're not going to have as big of a disadvantage. At Suzuka you've got that Spoon Curve going onto the back. It's not a real big acceleration type thing. I think that's where our bikes are all pretty equal on a track like that.

Are you going to win a race this year?

I hope so. I'm waiting.

If you had to pick a track where you could win, which one do you think it would be?

I don't know, really.

Is it more a matter of getting comfortable with the bike and when that happens you'll be ready?

Yeah, that's more or less it. I don't have a favorite track and there aren't too many tracks that I dislike. Everybody's going good and I want to get comfortable to where I can just about hit it. And that's kind of where I want to be. CN

Rinaldi, Tiainen start with perfection

FILE PHOTO BY GEOFF MEYER

FILE PHOTO BY KIT PALMER

(Left) A crash late on the second day cost former champ Sven-Erik Jonsson. He tied with Arnaldo Nicoli for second in the Lightweight Four-Stroke class. (Above) Tullio Pellegrinelli put in a strong second-day ride to finish fourth in the Heavyweight division.

By Geoff Meyer

TORTOSA, SPAIN, APRIL 16-17

With the opening round of the world two-day enduro circuit now complete, it is already becoming crystal clear that the series will be one of the most competitive ever. Both two-stroke classes had different winners each day, and while the four-stroke divisions were dominated by one rider each, those winners aren't the defending class champions.

The World Enduro rounds differ from most American off-road championships in that the emphasis is on class finishes, as opposed to the overall placings. Each division has its own points chase, and the days are counted separately. Little emphasis is placed on the overall winner, with class winners, instead, drawing the majority of the headlines. In Tortosa, Italian Mario Rinaldi and Finland's Kari Tiainen were the top riders, winning their respective classes on each of the two days of competition. Rinaldi contests the Lightweight Four-Stroke class, while Tianen is a heavy hitter in the Heavyweight Four-Stroke division.

The event brought many surprises, the major one being the early misfortune of 125cc World Champion Paul Edmondson. The plucky Englishman failed to finish the second day when his Gas-Gas expired. Edmondson won his title on a Husqvarna, and received international attention when he switched to the Spanish company during the off-season. Gas-Gas entries filled three of the top five tiddler-class positions after day one, but not one was in day two's top five.

Also finding the going tough was 350cc title challenger Anders Eriksson, who had been preparing for the season in his Swedish homeland. Apparently, the trees, rocks and mud of Scandinavia did not provide good practice for Spain's dry and dusty trails.

The first day got underway in a setting that would do a holiday resort proud, with palm trees and towering mountains dominating the scenery. Leading the field of riders into the surrounding hills was Edmondson, who seems equally at home on any type of terrain. Also vying for the Lightweight class win was Italian Giorgio Grasso, last year's champ in the now-defunct 250cc division. Mounted on a Yamaha, Grasso chased Edmondson all day, finishing second ahead of local Spaniard Xavier Puigdemont.

The course was becoming quite difficult, with spectators and marshals routinely helping the riders out of trouble. Had it not been for their assistance, many riders would have had to retire early.

By the end of day one, Edmondson was a relieved man. "We made it today, but it was not easy," he said. "This course will take its toll. I picked the Gas-Gas because I think it is the bike that will win me another championship."

Edmondson's words would haunt him on day two, when his bike had a major transmission failure. "I lost all but fifth gear," he explained. "With such a problem, I couldn't continue."

With the defending champ out of the running, Grasso posted another second-place finish behind fellow Italian Maurizio Carminati on day two, taking the overall class win. Carminati was second, followed by Silvan Petteri of Finland. Former 125cc title-holder Jeff Nilsson was back in fifth in his Honda debut.

With the competitors in the old 250 and 500cc classes now joining together in the Heavyweight class, the new division is considered the most exciting of all. The first round did not disappoint, and it appears that Giovani Sala - the '93 500cc champion, and Cyril Esquirol - winner of this year's Gilles Lalay Classic - will be the top guns. Esquirol started the round with a faultless day, winning every test and looking sure to take a strong lead into round two in his homeland of France. Spaniard Alex Llobet finished second on the day, while Sala completed the top three. Esquirol was happy with his showing. "I needed a strong start, but that was better than I could have imagined," he said. "Still, Sala is still there."

Sala was indeed still there, the Italian making his presence felt even more on Sunday when he scored wins in every test. "I needed to get back a few points, and this was the best way," he said afterwards.

Another Italian, Tullio Pellegrinelli, took his Husqvarna to second on day two, with Esquirol in third place. Heading into round two, Esquirol and Sala are tied on points for the class lead.

Italian Mario Rinaldi was in brilliant form at Tortosa, winning both days of the event in the Lightweight Four-Stroke class on his KTM. It appeared that multi-time World Champion Sven-Erik Jonsson would give Rinaldi some trouble until a crash only minutes before the end of the weekend cost him valuable points and a possible first place. Rinaldi had been expected to do well at Tortosa, and Jonsson's troubles helped him even more.

"I have as good a chance as anyone (for the title)," said Rinaldi. "It will be difficult; Jonsson will be there all year long, and it is up to me to keep him from taking another title."

"The crash cost me, but I still have many rounds to go," said Jonsson.

Third in the class for the weekend was Italian Arnaldo Nicoli, riding for the same El Campero Husqvarna squad as Jonsson. He finished with two strong days, and could be a dark horse for the title at the final round in Hungary this July.

In the Heavyweight Four-Stroke class, Finland's 1992 World Champion Kari Tiainen made up for scoring no points at the same race one year earlier. Tiainen spent much of '93 recovering from injuries, and lost his title to Fabio Farioli, but the tables were turned at this season's inaugural event. Farioli is recovering from knee surgery, and Tiainen won his class on both days. Farioli put his KTM into second place for the two days, saying simply, "My knee is not good enough."

Third place went to Swede Kent Karlsson, the Husaberg pilot scoring 4-3 positions on the weekend. Like his countrymen, Karlsson had spent his off-season exclusively in his home country, a decision that hurt all the Swedes.

With the first round now over, the leading riders appear to have no room for error. Round two will be in France, and French and Swedish pilots should prevail. If Tortosa is any indication, it spells trouble for Edmondson, who will be desperate for points over the next few rounds. CN

Tortosa, Spain
Results: April 16-17, 1994 (Round 1 of 6)

DAY 1

L/W: 1. Paul Edmondston (G-G) England; 2. Giorgio Grasso (Yam) Italy; 3. Xavier Puigdemont (G-G) Spain; 4. Josep Rovira (G-G) Spain; 5. Fausto Scovolo (TM) Italy; 6. Silvan Petteri (Hus) Finland.

H/W: 1. Cyril Esquirol (Hus) France; 2. Alex Llobet (KTM) Spain; 3. Giovanni Sala (KTM) Italy; 4. Eric Bernard (Yam) France; 5. Laurent Bouffioux (Hus) France; 6. Paolo Fellegara (Yam) Italy.

L/W 4-S: 1. Mario Rinaldi (KTM) Italy; 2. Sven-Erik Jonsson (Hus) Sweden; 3. Arnaldo Nicoli (Hus) Italy; 4. Christian Boulet (Hus) France; 5. Anders Eriksson (Hbg) Sweden; 6. Bjorne Carlsson (Hbg) Sweden.

H/W 4-S: 1. Kari Tiainen (Hus) Finland; 2. Fabio Farioli (KTM) Italy; 3. Peter Jansson (Hbg) Sweden; 4. Kent Karlsson (Hbg) Sweden; 5. Dirk von Zitzewitz (KTM) Germany; 6. Jaraslav Katrinak (Hus) Slovakia.

DAY 2

L/W: 1. Maurizio Carminati (KTM) Italy; 2. Grasso; 3. Petteri; 4. Jeff Nilsson (Hon) Sweden; 5. Scovolo; 6. Rovira.

H/W: 1. Sala; 2. Tullio Pellegrinelli (Hus) Italy; 3. Esquirol; 4. Llobet; 5. Joachim Hedenahl (Suz) Sweden; 6. Fellegara.

L/W 4-S: 1. Rinaldi; 2. Nicoli; 3. Jonsson; 4. Eriksson; 5. Boulet; 6. John Deacon (KTM) England.

H/W 4-S: 1. Tiainen; 2. Farioli; 3. Karlsson; 4. von Zitzewitz; 5. Katrinak; 6. Martin Macek (Hus) Czech Republic.

WORLD ENDURO CHAMPIONSHIP POINT STANDINGS (After 1 of 6 rounds)

L/W: 1. Giorgio Grasso (34); 2. Maurizio Criminati (28); 3. Silvan Petteri (25); 4. Josep Rovira (23); 5. (TIE) Fausto Scovolo/Jeff Nilsson (22).

H/W: 1. (TIE) Giovani Sala/Cyril Esquirol (35); 3. Alex Llobet (30); 4. Tullio Pellegrenelli (26); 5. Eric Bernard (21); 6. Paolo Fellegara (20).

L/W 4-S: 1. Mario Rinaldi; 2. (TIE) Sven-Erik Jonsson/Arnaldo Nicoli (32); 4. (TIE) Christian Boulet/Anders Eriksson (24); 6. John Deacon (18).

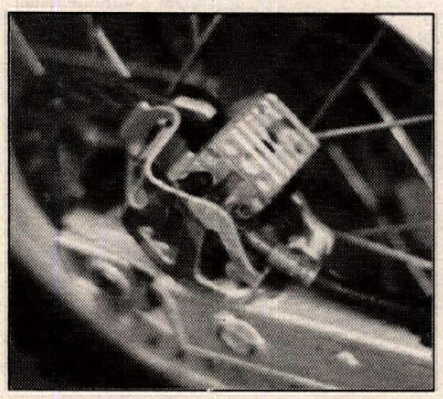
H/W 4-S: 1. Kari Tiainen (40); 2. Fabio Farioli (34); 3. Kent Karlsson (24); 4. Dirk von Zitzewitz (24); 5. Jaraslov Katrinak (21); 6. Martin Macek (19).

Upcoming Rounds:
Round 2 - Servieres le Chateau, France, May 15
Round 3 - Bergamo, Italy, May 22

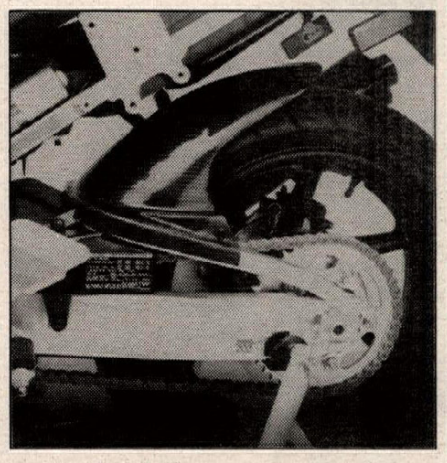
NEW PRODUCTS

ALL SYSTEMS GO
MSR System 6 boots have been totally redesigned to provide a superior non-binding fit. The boots are made from top-grain leather and feature a changeable, securing cam-action buckle system; Bio-Impact gel ankle cups; and a heat-resistant shin panel and gaitors. The new ankle design allows for improved flexibility, and dual toe plastics are claimed to ensure proper bending. Available in sizes 7-12, and in five colors including flame/purple/white, white/purple/yellow and blue/black/white, the System 6 boots retail for $249.95. For more information contact Malcolm Smith, Inc., Dept. CN, 850 Marlborough, Riverside, CA 92507; 909/340/3301.

HOW SWEDE IT IS
Eric's Motorcycle Co. has produced several **hand-crafted Husaberg parts** for Husaberg riders who want to sport the tricked-out look. In addition to the looks, Eric's 6061 T-6 aluminum-constructed fuel cell, which mounts below the seat, increases fuel capacity by over half a gallon. The ignition cover skid plates and motor skid plates are constructed from the same material and utilize Grade-8 hardware. Suggested retail price for the fuel cell is $169.95, with the ignition skids and motor skid plate selling for $34.95 and $79.95, respectively. For more information contact Eric's Motorcycle Co., Dept. CN, 1361 East Walnut St., Pasadena, CA 91106; 818/449-3742.

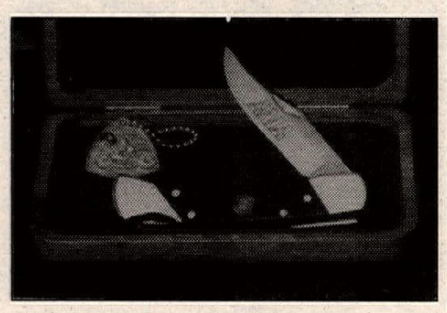


COOL PANIC STOPS
You can help keep your KTM's brakes cool with a **Pro-Tex brake caliper heat sink**. Pro-Tex claims that the brushed aluminum heat sink draws up heat and disperses it through the unit's fins to consistently keep the rear brake 25 degrees cooler under hard braking conditions. The heat sink fits all '89-'93 KTM front and rear calipers. Cost is $19.95 each. For more information contact Pro-Tex, Dept. CN, P.O. Box 366, Red Oak, TX 75154; 214/617-3620.



COMPOSITE COMPOSITIONS
Carbon Works Fenders by Lockhart-Phillips USA are made to offer lasting strength, reduce unsprung weight, and, of course, look good on your sportbike. A multi-layer technique is used with special attention given to the mounting holes to prevent damage from vibration. A high-gloss finish shows off the aerospace-quality carbon-fiber weave. Applications are available for most newer sportbikes with a special rear fender cover available for the Honda CBR600F2 that covers or replaces the upper fender piece. Suggested retail prices start at $119.95 for front fenders, $129 for rear fenders and $49 for the CBR600F2 rear fender cover. For more information contact Lockhart-Phillips USA, Dept. CN, 991 Calle Negocio, San Clemente, CA 92673; 800/221-7291.

TREE GRAPHICS
Thousand Oaks Yamaha has designed its own **graphics kit and seat cover** for use on current Yamaha YZ motocross machines. Made by MXA of England, the kit and seat cover come in bold new '94 colors. The seat cover is made of high-quality vinyl and is coated for long lasting wear. The graphics and seat cover are available together for the retail price of $94.99. For more information contact Thousand Oaks Yamaha, Dept. CN, 2388 E. Thousand Oaks Blvd., Thousand Oaks, CA 91360; 805/497-3765.



CARVE A NEW LINE
AMA Commemoratives is now offering a serial-numbered pocket knife. Manufactured by Imperial Shrade Inc., the **AMA Commemorative knife** features a 3-1/4-inch blade engraved with the AMA logo. The knife comes with a leather sheath and a replica 1940 AMA Gypsy Tour Award key fob, and is packed in a laser-engraved wooden display box. Only 500 of these knives will be produced. Price is $95. For more information contact AMA Commemoratives, Dept. CN, P.O. Box 6114, Westerville, OH 43081; 614/891-2425. CN

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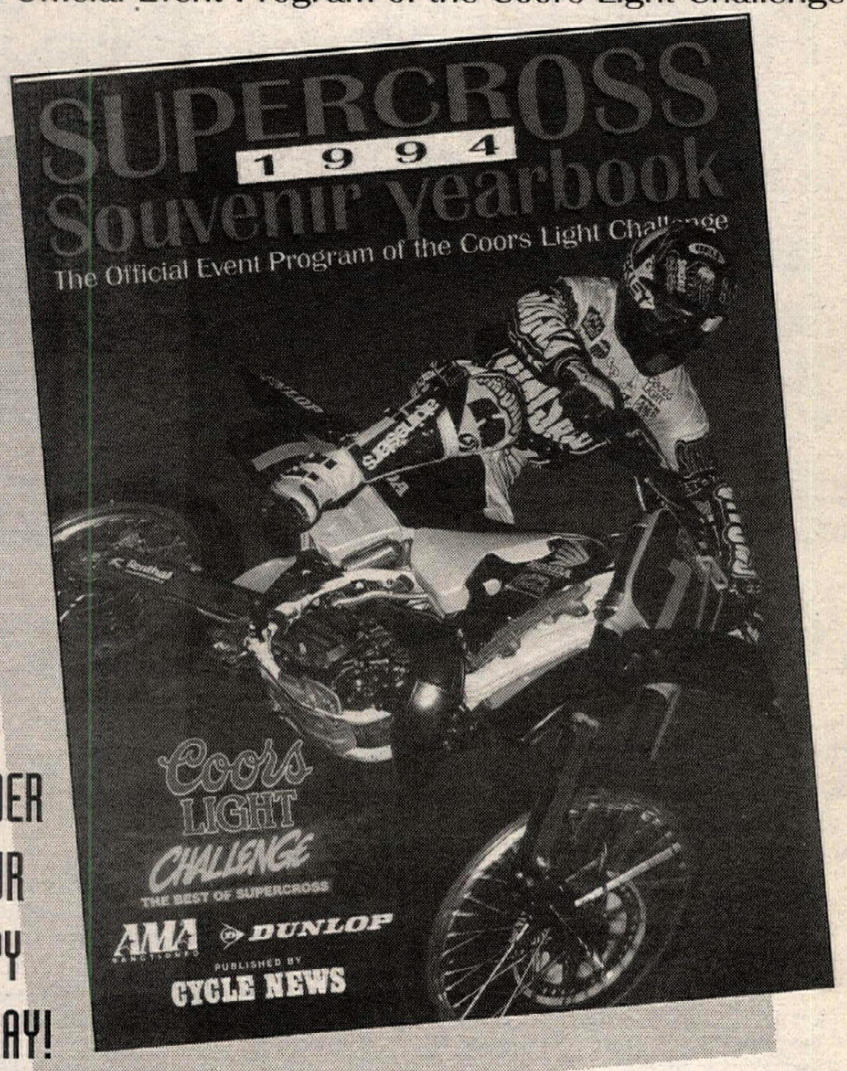

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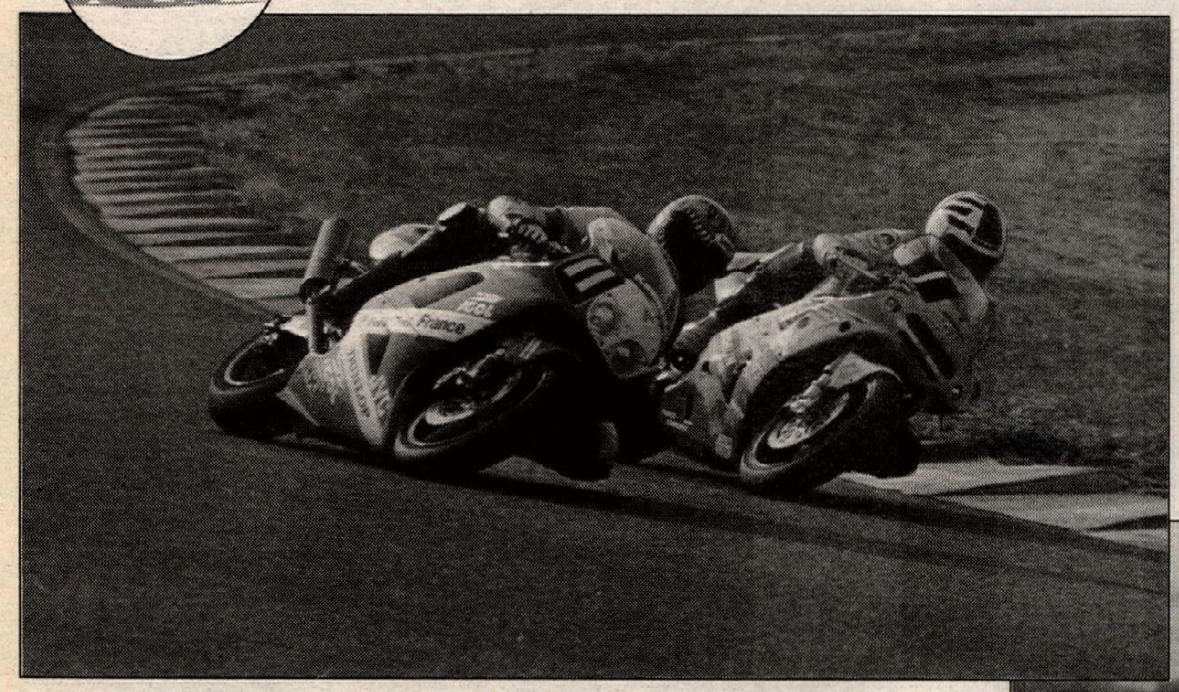


(Left) Terry Rymer (11) rides the Kawasaki France entry around the outside of the team that featured 1993 World Champion Doug Toland (1); Rymer's team took the victory in the Le Mans 24 Hour while Toland's team failed to finish. (Below) The Honda RC45-mounted team of Alex Vierra/Jose Kuhn/Rachel Nicotte finished a surprising second in the 24-hour race.

Kawasaki wins; Honda surprises

By Johan Vandekerckhove

LE MANS, FRANCE, APR. 17

The Kawasaki Motors France team was the only squad at Le Mans that had usable superbike experience which could be applied directly to the new endurance racing rules - and it showed. For the first time ever, the Suzuki Endurance Racing Team had to do without their trick TT Formula One parts - and it showed. But the most impressive showing was turned in by the Honda RC45s. Four out of five not only finished the race, but ended up inside the top 10. The Honda crew of Alex Vieira, José Kuhn and Rachel Nicotte was definitely the biggest surprise on the rostrum; along with Kawasaki's winning trio of Terry Rymer, Adrien Morillas and Jean-Louis Battistini; and Suzuki's fortunate third-place team of Bruno Bonhuil, Philippe Monneret and Juan-Eric Gomez.

"To be quite honest, we had not dared to expect this result, ourselves," admitted Jean-Louis Guillou after the race around the clock. The man who used to manage the infamous Honda works endurance team in the '80s, and who now has a consultancy function within Honda Europe, reminded everyone that the official name of the RC45 is actually Honda RVF750R, referring unambiguously to the famous RVF racers that dominated the endurance scene until only a few years ago. "The five bikes were identical, equipped only with the basic kit parts which are available to everybody," Guillou revealed. "The results show that the bike (has) a pretty solid basis. Perhaps Honda might now consider developing a special endurance kit, as they did a couple of years ago with the RC30. It may well be so that the engine still lacks some horsepower, but we are here at the beginning of a new development. The reliability is there already, and - given the right suspension parts - the chassis performs pretty well under these gruelling circumstances..."

QUALIFYING

This 17th edition of the 24-hour race at Le Mans was most definitely gruelling - not so much for the weather conditions (which were close to ideal and much better than can be expected from an average spring day in the center of France), but for the stiff competition that entered this first race of a four-event World Championship. No less than five different makes had entered official or semi-official bikes (counting the "standard," but very closely followed RC45s).

Still, Kawasaki remained the big favorite. Even though they had logged their last victory at Anderstorp in Sweden at the beginning of last season, Kawasaki Motors France was, once again, the team to beat at the Bugatti circuit. They had won the two previous editions of the race, and they had a bike on hand which had already proven its efficiency in some national and international races around the globe in the early stages of the season.

"The Japanese are now working full steam again on the bikes we are using this year," said team manager Christian Bourgeois. "Last season, they concentrated fully on the World Superbike Championship, with the result we all know now. This year - the first time the World Endurance Championship is open only to motorcycles which comply with the technical Superbike-regulations - we have exactly the same bikes at our disposal as Scott Russell and Terry Rymer in the superbike series. This means that we have received a new radiator, the same chassis as them (the short one and the long one), and the Japanese have sent enough information to set the bikes up properly on every circuit. Furthermore, the problem that caused our retirement at the Bol (water circulation) has been taken care of, and now the water and oil pumps are driven by gears, not by a chain. Finally, new cylinder heads, camshafts and pistons have allowed us to gain 10 more horsepower compared to last year."

Apart from the official bike for Terry Rymer/Adrien Morillas/Jean-Louis Battistini, the Moto Shop 35 team of Denis Bonoris/Stéphane Coutelle and Christian Haquin disposed of an identical bike (356 pounds, 160 hp). Given the success of Scott Russell at Daytona and Morillas in the French Championship, these bikes were the big favorites at Le Mans. Rymer confirmed this during the first official practice session when he steamrolled the pole position time of Piergiorgio Bontempi, who had set that record time last year at one-minute, 45.57 seconds. Rymer finally went around in 1.44.534.

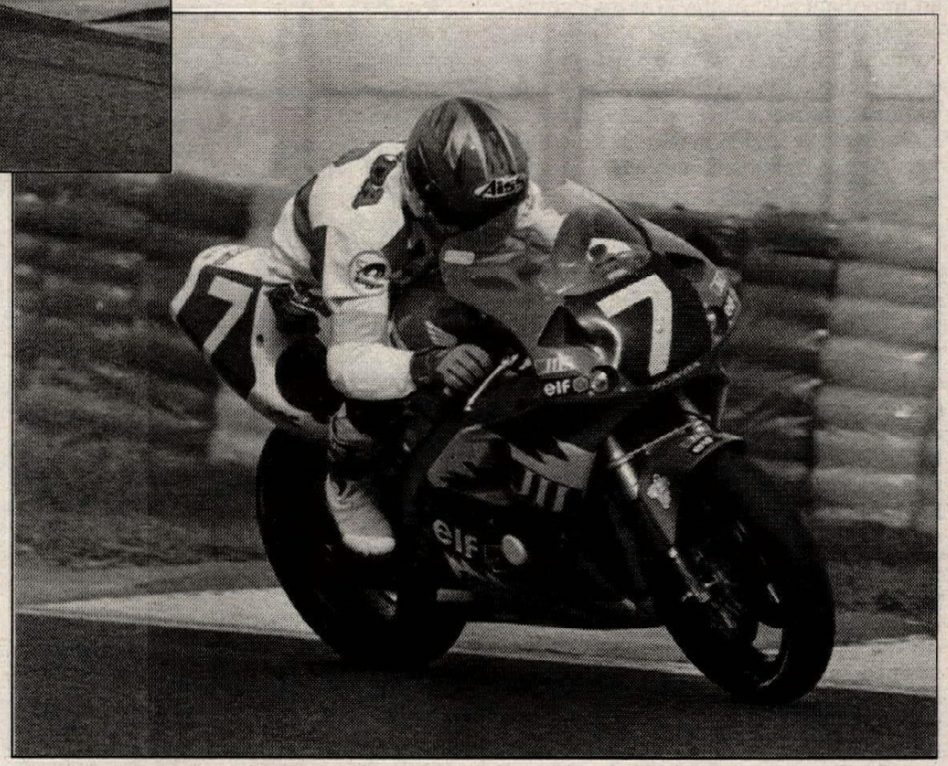
"Pole position is not so important in an endurance race," the Londoner said. "It is mainly good for the morale of the team. I feel I could have gone even faster, but I don't want to do anything stupid here. My main concern is the World Superbike Championship, which gets under way within two weeks' time."

Homeboy Dominique Meliand, manager of the Suzuki Endurance Racing Team, on the other hand, started with a handicap. Until last year, Suzuki had opted to enter a special TT Formula 1-version of the GSXR in the endurance championship; now they had to make do with the reinforced standard frame, and they had had to replace their magnesium carburetors with standard ones. Most of the work had been done on the air box. Thirty-nine-year-old veteran Hervé Moineau rode the bike to second position on the grid, albeit a full second down on the Kawasaki at 1:45.54.

Ducati is the third factory which will be officially involved in endurance racing this year. Young Frenchmen Philippe Mouchet, Stéphane Chambon and Florian Ferracci took the Ducati 888 to the third position on the grid with a 1:45.60. The French press had been full of rumors about the two Ducatis that were entered in the weeks that preceded the event. At first, Raymond Roche was said to be the one to lead (as a manager) the teams to big successes on the tracks, but at the last moment, the Frenchman did not reach a financial agreement with Ducati. Finally, no real team manager was appointed, and then the French turned their attention to the bikes. According to some, the French Ducati-importer was going to fly over the bikes Troy Corser and Pascal Picotte had used at Daytona: a very brave thing to say, as these bikes are equipped with the 950-or-so cc capacity engine, based upon the 916 power source - which means that these bikes would be completely illegal!

There was some worry when the infamous "Fast by Ferracci" lettering was on the gas tanks of the bikes that showed up, but an Italian Ducati engineer put our minds at ease.

"The only things we have had come over from the States are the (bigger) reservoirs that were used on the Daytona bikes, and the rear swingarm, which allows our mechanics to change wheels more rapidly."



The second Kawasaki of Bonoris/Coutelle/ Haquin took the fourth starting position with a 1:45.65, just in front of the guys most of the crowd of 70,000 had come to see. National hero Christian Sarron had decided to make his comeback at Le Mans, and - depending on the result - was also considering participating in the Bol d'Or at the end of the year. "This does not mean that you will see me back in the seat of a Grand Prix racer," the Yamaha France team manager said, crushing the hopes of many French race fans. "I have just accepted this offer from my brother Dominique, who always wanted to run in a team with me. At first, we were going to make an appearance at the Bol d'Or last year, but there was not enough time to get everything settled. For Le Mans, a deal was put together in two months' time. The Japanese provided us with two engines, and Serge Rosset (ROC) built two chassis. (These bikes will be used in the World Superbike Championship by Jean-Marc Delétang, the third rider on the endurance team...Editor) I must say that I was a bit worried to know if I would remember how to ride a bike fast - I rode my last Grand Prix in 1990 - but fortunately a big Superbike is a little bit easier to ride than a 500cc rocket."

Sarron had not forgotten much, including how to crash a race bike. In addition to Sarron (injured hand), Delétang (injured foot) also started the 24-hour race in less than perfect physical condition. Sarron ended up being the fastest of the three, clicking off a 1:45.85, which earned his team the fifth starting position. The YZF Yamaha - the first official Yamaha to be entered in a European endurance race since 1987 - was producing some 148 hp.

The sixth fastest time went to the

Honda of Vieira/Kuhn/Nicotte, seventh went to the Ducati of Mounier/Sebileau/Rubio and eighth went to the Suzuki of Bonhuil/Monneret/Gomez. The French MS Courneuvien team (with World Champion Doug Toland) ended up in 14th. The number 1 team had initially entered an RC45, but finally opted to take out last year's RC30 (the first one on the starting grid). Californian Toland was quite happy about that performance.

"We received the RC45 pretty late, and we didn't get enough time to dial it all in. We brought the bike on the track for a few laps on Thursday, but pretty soon we decided to use the RC30. It did not stop us from getting one of the best privateer times. I do feel that our team might play an important role in the World Championship. During the winter I had some contacts with factory teams, but in the end I thought the best thing to do was to continue with these Frenchmen. In Suzuka, however, I will race for a Japanese team."

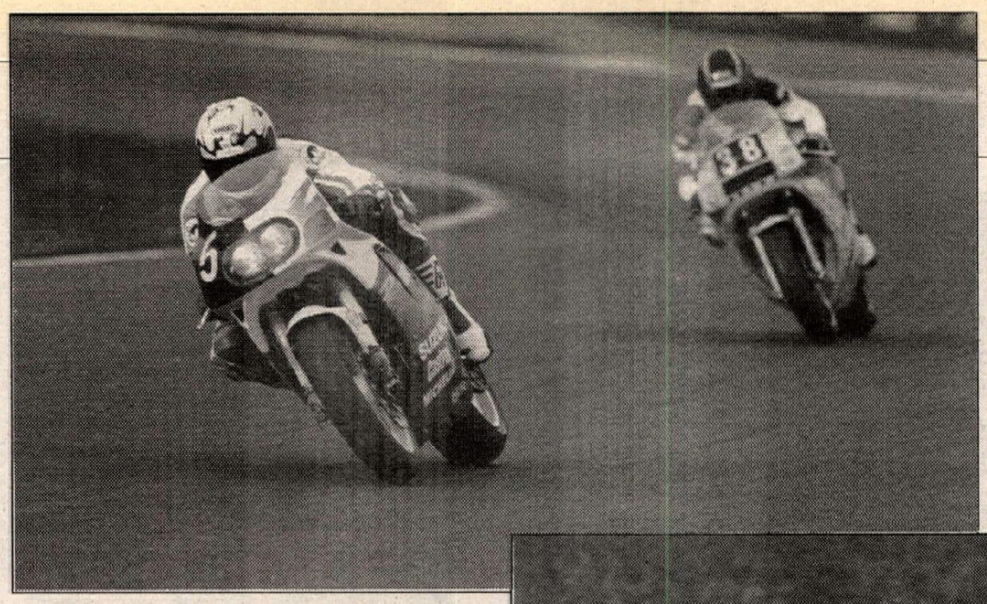
24 HOURS OF LE MANS

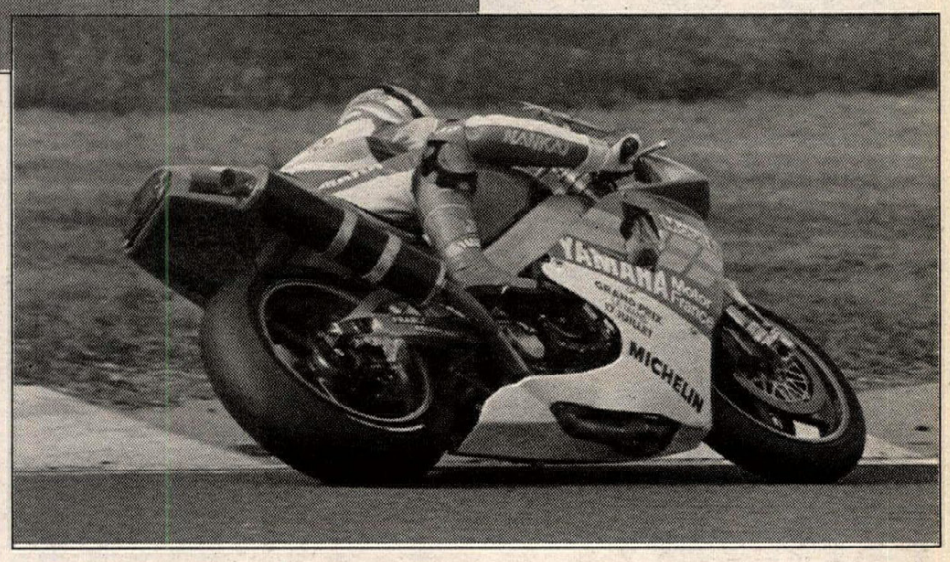
Christian Sarron proved to be a very powerful magnet, drawing thousands of spectators to the Bugatti Circuit. The former Grand Prix rider did exactly what was expected from him. After Mouchet on the Ducati and Moineau's Suzuki had put on a great show in front of the crowd and the French television cameras, which broadcasted the first hour of the race live, the Yamaha crew got into the lead just before 16.00 hours when Christian Sarron took over from his younger brother Dominique. Christian held that place for about an hour before Battistini (Rymer's Kawasaki teammate) got past Delétang on the blue Yamaha. These two bikes seemed set for a lonely race, as Vieira/Nicotte/ Kuhn were already half a minute back, with only Moineau/d'Orgeix/Lavieille on the same lap. The first Ducati - Mounier/ Sebileau/ Rubio - was 11th, after having incurred a two-lap penalty right at the start of the race for not having done the pace lap.

For Yamaha, the fun ended at around 7:00 p.m.; still fighting to hold onto the leading Kawasaki, Christian Sarron crashed while trying to adjust the brake lever. Fortunately, he didn't suffer serious injury, nor did he have to worry about pushing the bike back from the other side of the circuit to pit lane - the front fork had broken off the bike due to the heavy impact! After having regained some color in his face after his scary excursion, Sarron explained the crash.

"I was on my third lap after having taken over from Dominique. Due to my hand injury, I wanted my hand brake lever to be put in an unusual position. After having taken over from my brother, I noticed that it still was not perfect, and I tried to adjust it. It should have been an easy operation, especially on a straight. But I may have made a big mistake when I tried to put it right in one of the trickiest corners of the circuit. I am to blame - I lost concentration for a fraction of a second, got past the braking point, then tried to compensate by braking very hard, but there was a bump on the road which put the bike (with a full gasoline tank) out of balance. There was nothing that I could do after that, except pray that I wouldn't hurt myself too much on landing..." Sarron escaped with only his self-confidence bruised.

This crash took out the first factory bike in a long row of retirements. At Ducati, the first signs of the team's limited experience started to show: the Ducati of Mouchet lost a lot of time due to a miscalculation in the pit; and as darkness fell over the race track, the Ducati had to be pushed back to the pit with an empty fuel tank. The same mishap occurred to the second Kawasaki of Bonoris/Coutelle/Haquin, who had been closing in on the Suzuki of Moineau.





(Left) Suzuki finished third with Bruno Bonhuil/Philippe Monneret/Juan-Eric Gomez (5) sharing the riding chores. (Below) Former Grand Prix road racer Christian Sarron returned to racing to compete on a Yamaha France entry. The race ended prematurely for the team when Sarron crashed the bike while adjusting the brake lever.

At Honda, things did not work out as expected, either. After the retirement of Sarron, Vieira had taken over second place, but soon afterward, his teammate Nicotte had to make an unforeseen pit-stop due to water and oil leaking out of the engine. The whole system had to be drained, which took the Honda mechanics some 12 minutes and relegated the bike to 13th. The number one Honda RC30 of Toland/Linden/Lussiana had spent its first hours in an acceptable seventh spot, despite some fuel starvation problems and a crash by Toland. Some more technical troubles would push the bike further down the leaderboard. At around two o'clock, Peter Lindén brought the bike in for the last time as several mechanical problems on the RC30 signed the death-warrant for Toland's team.

By that time, things had changed a lot up front. The leading Kawasaki first came under really heavy fire around 21.00 hours, when something went wrong during a routine pit stop and the whole front brake system had to be replaced. Five minutes were lost in that operation, and when Morillas went out on the track again he only had a four-second lead over the Suzuki of Moineau. Two hours later, the Kawasaki team lost its second bike - at around 11:30 p.m. Haquin walked the bike in with a broken valve, putting an end to their story.

Only a few minutes later, team manager Bourgeois nearly suffered a cardiac arrest when his first bike also came in with what seemed to be a big problem. "I felt oil on my boot," commented Terry Rymer, "and I preferred to stop right away. The mechanics found more oil in the airbox, and replaced some parts of the alternator in the engine." Eight minutes were lost, and Suzuki took the lead for the first time - with a three-lap lead.

With Moineau out front, problems ironically started to raise their ugly heads at the Suzuki pit. First, Bonhuil/Monneret/Gomez had their rear shock replaced, which cost them third to the Yamaha of Lentaigne/Burgevin/Thomas. The French privateers would not profit for long, though, as Thomas crashed and broke his collarbone. Nevertheless, the Frenchman pushed the bike back to the pit.

At the halfway mark, Moineau lead Rymer, who - despite the low visibility at night - got very close to his own lap record. Third was Bonhuil/Monneret/Gomez and fourth was held by Vieira/Nicotte/ Kuhn. About one hour later the first Honda RC45 (Bertin/De Puniet/Legaudu) went out; the bike taking in some dust during the rather innocent crash of De Puniet.

Just when the sun started to light up the sky at around 5:30 a.m., the faces in the Suzuki pits got darker and darker. After having no technical problems since the beginning of the race, Moineau came into pit lane before the scheduled stop - with blue smoke trailing his bike. A torn head gasket took about an hour to replace, and Christian Lavieille got them back on the track in ninth place - 24 laps behind the new leader, Rymer. A little bit earlier, Lentaigne and Burgevin, who had to manage by themselves after Thomas's crash, had to retire with a broken engine.

The Honda of Vieira was now second, with Bonhuil third. Fourth went to the Suzuki of Vivoli/Cambray/Ulman while Graf/Ambord/Ammann made a charge into the top five after problems were encountered by Manley/Holden/Millet and David/Romanens/Krummenacher. At 8:00 a.m. on Sunday, these guys could cease to worry about the first Suzuki coming back to the top. After several pit stops due to some oil leakage, the Suzuki mechanics finally found the reason and it couldn't be fixed. At that point, the final top three positions were established. Not wanting to lose the other Suzuki (which had also had similar oil leakage and overheating problems during the night), team manager Meliand told Bonhuil to slow down and limit himself to safe-guarding third place behind Rymer and Vieira, but in front of the best privateers Vivoli and Graf.

This was to be the order until the finish, even though things seemed to go sour nine minutes before the end when Bonhuil went into the pits with a steaming engine. Fortunately, after pouring in some extra water, the bike returned to the track and held on for third.

For Terry Rymer and his crew, this victory was a fine revenge on fate. "Last year, I had missed the race because of a crash in practice," Rymer said. "Fortunately, we did not have any of those problems - or major electrical ones - this year, so I am very happy to win this classic race once again."

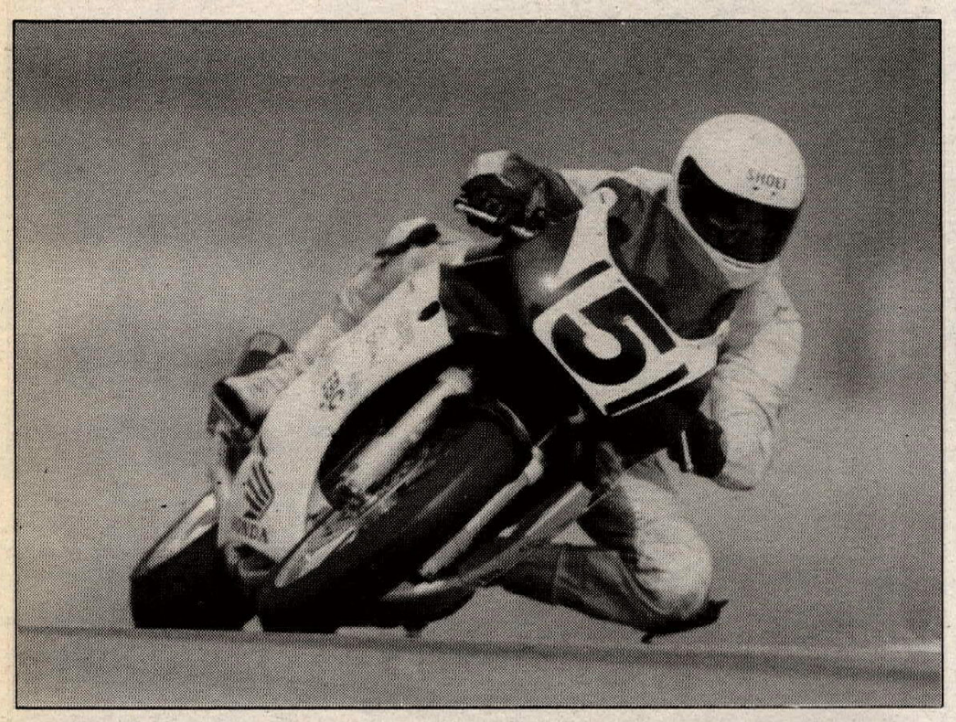
For second man Alex Vieira, things had not gone so smoothly: "We knew that the bike was a good basis to start upon, and my victory at a national race on this circuit a few weeks ago showed good promise. But still, it was unknown how the RC45 would stand a 24-hour-long heavy treatment. After the official practice on Friday evening, Honda France decided to allow us to take full advantage of the bike, just to see how far it would get. The other teams would have to keep a safety margin of about 1000 revs, so that Honda would gain some very valuable experience. I think they got more for their money than they ever hoped for."

Unlike most recent editions of the 24-hour race at Le Mans, the bikes went all the way, and the spectators did not storm the track before the checkered flag went out. The reason for this was quite simple. At the end of last year, the French government had passed a law - imposing a fine of 100,000 French francs, and a one-year imprisonment for anyone who went onto the track before the race was over. According to the organizers, who got more nervous as the race got close to finishing, several video cameras around the track would enable the police to identify any offenders. The law worked to perfection, which was a good thing for the sport, but too bad for some competitors who were struggling with technical problems in the last couple of minutes - and, of course, for the French government, who missed a chance to make a lot of money in fines.

Bruno Bonhuil and his Suzuki pit crew, apparently unaware of the new law, had been inviting the spectators to climb the walls and invade the track as soon as it became apparent that the third-placed bike was in technical trouble - an invitation which, until recently, no doubt would have been accepted eagerly by the French "motards" (motorcyclists). But times change... CN

Bugatti Circuit
Le Mans, France
Unofficial results: April 17, 1994

1. Rymer/Morillas/Battistini (Kaw); 2. Vieira/Kuhn/Nicotte (Hon); 3. Bonhuil/Monneret/Gomez (Suz); 4. Vivoli/Cambray/Ulmann (Suz); 5. Graf/Ambord/Ammann (Kaw); 6. Guyot/Damide/Guigou (Hon); 7. Soulon/Amalric/Veille (Hon); 8. David/Romanens/Krummenacher (Hon); 9. L'Herbette/Leblanc/Marchand (Hon); 10. Petit/Lelan/Agogue (Hon); 11. Mouchet/Chambon/Ferracci (Duc); 12. Lenoxaic/Cornil/Guinand (Hon); 13. Jolivet/Furling/Pinchedez (Suz); 14. Beltzung/Bousseau/Jeannin (Suz); 15. Bonnet/Kuenemann/Lacroix (Hon); 16. Mounier/Sebileau/Rubio (Duc); 17. Dobe/Sinatti/Beauvais (Kaw); 18. Nickmans/Lacrosse/Legrand (Kaw); 19. Rodrigues/Dubois/Theret (Hon); 20. Monot/Monot/Juanola (Suz); 21. Chauvin/Colaisseau/Marcary (Yam); 22. Nyman/Johansson/Backstrom (Kaw); 23. Guilard/Fratti/Kerbrat (Kaw); 24. Piveteau/Daviaud/Cornillet (Kaw); 5. Rosielle/Vankeymeulen/De Backer (Kaw); 26. Muller/Le Garrec/Basle (Yam); 27. Ferrero/Buffa/Enjalbert (Hon).
Distance: 757 laps.
Time: 23 hours, 58 min., 55.15 sec.
Average Speed: 86.69 mph.
Fastest lap: Rymer/Morillas/Battistini, 1:46.09/93.20 mph.



Greg Gibson dominated the racing at Grattan Raceway Park, winning six of nine classes.

Gibson grabs Grattan RR

By Jacki Fisher
Photo by Nick Devinck

GRATTAN, MI, APR. 8-9

Greg Gibson won six of the nine races he entered during the first round of WERA's North Regional Championships at Grattan Raceway Park, serving notice that 1994 is not going to be an easy year for his competition.

Just to keep things interesting, WERA reversed the track direction for this opening weekend, which caused confusion for Experts and Novices, alike - yet it didn't phase Gibson in the slightest. In Saturday's combined Heavyweight Expert and Novice 50-miler, Gibson instantly took the lead on his McNaughton-prepared 900cc Honda from the start, but the race was red-flagged on the first lap. The restart saw Gibson blast away with Shawn Scholten right behind, but Scholten's shift lever broke on the third lap, forcing him to retire. Steve Kok flew by Mark Hartwick and settled into second place for the next 40 minutes, having a brief battle with Brad Dunkel, but Gibson was already long gone. In the waning laps, Donn Lewis worked his way into third and sneaked by Kok in the infamous "Grattan Bowl" to finish second, with Kok hanging on for third place.

In a preview of Novice racing for the series, Mike Desmorais on his Yamaha 600 won eight straight races, beginning with this 25-lap Combined event. His only serious challenge throughout the weekend came from David DeRonne, who finished second in this first race.

For Saturday's second 50-miler, combined Mediumweight/Lightweight Expert and Novice, Gibson had more of a fight on his hands. Scholten aced the start, but was passed by Gibson on the second lap and crashed in the Ss early in the race. Gibson tried to run away, while the dicing for second place quickly heated up between Rueben Frankenfield, Sam Wardrip and Kok. Wardrip won the battle and then passed Gibson to take over first place. While Gibson held second, Kok crashed, allowing Frankenfield to finish third. Desmorais once again finished first in the Novice ranks.

In Sunday's 12-lap unlimited Michigan Grand Prix, Hartwick got the holeshot but relinquished the lead to a determined Gibson on the first lap. While Gibson distanced himself from the rest of the field, Andy Taft began a race-long battle for third with Frankenfield. Taft won the battle, next setting his sights on Hartwick, and finally made his move in the "Bowl" to take over second place behind the runaway winner, Gibson. Hartwick held on to third with Frankenfield fourth. Donn Lewis had sliced through the pack to secure fifth place, getting himself warmed up for a Formula Two victory later in the day.

Results

50-Mile Races

H/W EX: 1. Greg Gibson (Hon); 2. Donn Lewis (Yam); 3. Steve Kok (Hon); 4. David Fett (Kaw); 5. Fred Mulder (Hon).

H/W NOV: 1. Mike Desmorais (Yam); 2. David DeRonne (Yam); 3. Paul Penzo (Suz); 4. Mark Ferreira (Kaw); 5. Bryan Orchelle (Kaw).

M/W EX: 1. Sam Wardrip (Hon); 2. Greg Gibson (Hon); 3. Reuben Frankenfield (Hon); 4. Frank Wilson (Yam); 5. Kenneth Melville (Hon).

M/W NOV: 1. Mike Desmorais (Yam); 2. Robert Foreman (Hon); 3. James Seeley (Hon); 4. Adamo Mashike (Yam); 5. Tom Dettmer (Hon).

L/W COMB: 1. D. Scott Brown (Yam); 2. Mark Sweeney (Yam); 3. Dan Ledford (Yam); 4. Todd Snyder (Yam); 5. George Chifor (Yam).

Sprints

C S/STK EX: 1. Greg Gibson (Hon); 2. Frank Wilson (Yam); 3. Reuben Frankenfield (Hon); 4. Kenneth Melville (Hon); 5. William Sweeney (Yam).

C PROD NOV: 1. Mike Desmorais (Yam); 2. Robert Foreman (Hon); 3. James Seeley (Hon); 4. Tom Dettmer (Hon); 5. James Cleeland (Hon).

D S/BK EX: 1. Richard Breeding (Yam); 2. D. Scott Brown (Yam); 3. Dan Ledford (Yam); 4. George Chifor (Yam); 5. Tim Abke (Hon).

D S/BK NOV: 1. Stephen Christian (Yam); 2. Tom Chaplin (Hon); 3. Eric Voelzke (Yam); 4. Jeff Young (Hon); 5. Monty Campion (Duc).

F-1 EX: 1. Greg Gibson (Hon); 2. Fred Mulder (Hon); 3. Mark Hartwick (Suz); 4. Andrew Taft (Suz); 5. David Young (Suz).

F-1 NOV: 1. Mike Desmorais (Yam); 2. Paul Penzo (Suz); 3. Mark Ferreira (Kaw); 4. David DeRonne (Yam); 5. James Gentry (Kaw).

Michigan Grand Prix

U/L: 1. Greg Gibson (Hon); 2. Andrew Taft (Hon); 3. Mark Hartwick (Suz); 4. Rueben Frankenfield (Hon); 5. Donn Lewis (Yam).

B S/STK EX: 1. Greg Gibson (Hon); 2. Brad Dunkel (Yam); 3. Rueben Frankenfield (Hon); 4. Kenneth Melville (Hon); 5. David Fett (Kaw).

B PROD NOV: 1. Mike Desmorais (Yam) 2. Paul Penzo (Suz); 3. Bryan Orchelle (Kaw); 4. Robert Foreman (Hon); 5. Nicholas Scarsella (Kaw).

F-3 EX: 1. Jim Struke (Hon); 2. Paul Morris (Hon); 3. Roy Perry (Hon).

F-3 NOV: 1. James Fejedelem (Hon); 2. Troy Leiphart (Hon); 3. Alicia Struke (Hon).

D PROD NOV: 1. Stephen Christian (Yam); 2. Eric Voelzke (Yam); 3. Jay Nowicki (Yam); 4. Todd Snyder (Yam); 5. Brent Bennett (Yam).

C S/BK EX: 1. Frank Wilson (Yam); 2. Greg Gibson (Hon); 3. Reuben Frankenfield (Hon); 4. Kenneth Melville (Hon); 5. Andrew Taft (Hon).

C S/BK NOV: 1. Mike Desmorais (Yam); 2. Dave Goldberg (Hon); 3. James Seeley (Hon); 4. R. Brent Kemble (Hon); 5. Eric Black (Yam).

U/L TW EX: 1. Jim Struke (Hon); 2. Chris Demopoulos (Yam); 3. George Chifor (Yam); 4. Tim Abke (Hon); 5. Roy Perry (Hon).

U/L TW NOV: 1. Gabriel Craigmile (Hon); 2. Monty Campion (Duc); 3. Mike Watts (Hon); 4. Donald Vickery (Hon); 5. Jim Meekma (Kaw).

F-CLBMN EX: 1. Chris Demopoulos (Yam); 2. Joseph Gubler (Suz); 3. Paul Morris (Hon); 4. Paul Nelson (Hon).

F-CLBMN NOV: 1. Steven Wilde (Suz); 2. James Fejedelem (Hon); 3. Troy Leiphart (Hon).

B S/BK EX: 1. Brad Dunkel (Yam); 2. Greg Gibson (Hon); 3. Reuben Frankenfield (Hon); 4. Andrew Taft (Hon); 5. Mark Junge (Yam).

B S/BK NOV: 1. Mike Desmorais (Yam); 2. Paul Penzo (Suz); 3. James Gentry (Kaw); 4. Mark Ferreira (Kaw); 5. Dave Goldberg (Hon).

F-2 EX: 1. Donn Lewis (Yam); 2. Ken Kohno (Hon); 3. Glen Paron (Yam); 4. Jim Struke (Hon); 5. Richard Breeding (Yam).

F-2 NOV: 1. David DeRonne (Yam); 2. Gabriel Craigmile (Hon); 3. Lance Davis (Yam); 4. Troy Leiphart (Hon); 5. Joseph Ball (Yam).

A S/STK EX: 1. Greg Gibson (Hon); 2. Mark Hartwick (Suz); 3. Fred Mulder (Hon); 4. David Young (Suz); 5. Joseph Kniesly (Yam).

A PROD NOV: 1. Mike Desmorais (Yam); 2. Paul Penzo (Suz); 3. Bill Barwick (Yam); 4. Bryan Orchelle (Kaw); 5. James Seeley (Hon).

Hess tops Chestnut CC

By Mary Jackson

MARTINSVILLE, VA, APR. 10

Brian Hess, backed by Mark IV/Havoline/C. Eugene Comptom, Attorney at Law/Oury Grips/Works Enduro Rider/Jerry's Trucking/Scott USA/Underware Glove Liners/Metzeler Tires claimed the overall win to start the cross country season at Chestnut Mountain. Hess, who is Grand Champion for the '92-93 season, took the holeshot going into the woods, followed by Dwayne Miller, George Greer, Steve Arthur, Roland King and Rick Romans. On the first lap, Miller and Romans were shooting for the lead but never succeeded. On the fourth lap,

Local favorite Roddy Romero (48) finished third overall and first 250 at the Tecate GP.

Steve Arthur made a move on Miller and Romans on a downhill pass before running into a broken tree limb, losing three to four minutes because of the crash. Miller stayed within 10 seconds of Hess for most of the race until the fifth lap, where he lost more than a minute. Hess cruised to the win, with Miller taking the second position, and Romans claiming third.

Havoline/Casey Cycle City/Regina-sponsored Jason Greer took the 0-100cc class. Second into the woods, Greer passed Brian Bouma for the lead shortly after reaching the motocross section of the track. Bouma tried to catch Greer but never regained the lead and had to settle for second place.

Results

O/A: 1. Brian Hess (Kaw).

AA: 1. Dwayne Miller; 2. Rick Romans; 3. Steve Arthur; 4. Roland King; 5. George Greer.

0-200 A: 1. Timmy Mitchell; 2. Mark Galther; 3. Daniel Morrison.

250/500 A: 1. Mike Romans; 2. Wesley Moran; 3. Tommy Handy; 4. Andrew Williams; 5. Tony Lambert.

VET A: 1. Danny Morrison; 2. Darryl Campbell; 3. Gill Griggs; 4. Philip Doyle.

0-200 B: 1. Stacy Jones; 2. Mike Bakken; 3. Chris Baggett; 4. Joe Morris; 5. Shannon Hunter.

250/500 B: 1. Randall Ellison; 2. Thomas Gibson; 3. Ronald Ingram; 4. Tracey Crawford; 5. Paul Sandridge.

VET B: 1. Chris Main; 2. Michael Ridings; 3. Bobby Wilt; 4. David Clark; 5. Tim Norris.

4-STRK: 1. Glen Holcomb; 2. David Baldwin; 3. Andy Phillips; 4. Brian Blacka; 5. Joel Burgess.

0-200 BEG: 1. Frank Phillips III; 2. David Kern; 3. Joey Woody; 4. Tim Hale; 5. Keith Murphy.

250/500 BEG: 1. Rick Kegley; 2. Jason Jackson; 3. A.J. Winstead; 4. Craig Kegley; 5. David Colaw.

SR: 1. Robert Cox; 2. Ron Hale; 3. Graham Kenan; 4. R.E. Wick; 5. Bob Williams.

0-100: 1. Jason Greer; 2. Brian Bouma; 3. Tony Bonanno; 4. David Viers; 5. Danny Monahan.

Cambell, Hoy duel at Tecate GP

By Elias Vidal
Photo by Peralta Design

TECATE, B.C., MEXICO, APR. 9

Pro riders Johnny Campbell and Tod Hoy set a blistering pace for the two-hours-plus-one lap Baja Promotions Tecate GP on the northern edge of Baja California near the U.S.-Mexican border, with Campbell taking the overall and Open Pro class wins and the $500 pro purse.

The two riders put on a grand prix racing clinic for 16 laps of the 4.5 mile course, swapping the lead position several times, with local hero Roddy Romero running third overall while leading the 250cc Pro class. Part way throught the race, Campbell was forced to stop and change a clogged air filter, losing about 45 seconds to Hoy in the process.

"He (Hoy) was gone by then, and I just didn't think I had a chance (to win)," Campbell said afterward. "After that, all I did was maintain a steady pace."

By lap 11, Campbell had regained most of the time he had lost and was on Hoy's rear knobby. When the leaders came around on lap 12, Hoy only had a two-second lead. Hoy was able to stretch his lead to six seconds on lap 13, but on the 14th lap Campbell reeled Hoy in and passed him for good en route to a victory of just over one-minute at the finish. Hoy finished the race in second, with Romero holding on to third overall while taking the 250cc Pro class victory as well.

Results

O/A: 1. Johnny Campbell; 2. Todd Hoy; 3. Roddy Romero; 4. Tex Mitchell; 5. Jim Loh.

OPEN EX: 1. Jed Spicer.

OPEN VET: 1. Ken Tapert.

OPEN NOV: 1. Shad Bodenstadt.

OPEN BEG: 1. Erin Larsen.

OPEN SR: 1. Jeffrey Evans.

250 PRO: 1. Roddy Romero.

250 VET: 1. Steve Stevens.

250 NOV: 1. Jack Tanner.

250 BEG: 1. Troy Aarhus.

250 SR: 1. Art Cossio.

125 PRO: 1. John Alexander.

125 BEG: 1. Christian Naylor

Miller doesn't jump to Mtn. View Motocross win

By Dave Shelton

TUCSON, AZ, APR. 10

The close of the day season at Mountain View Off-Road Raceway was climaxed with an exciting and much-welcomed double-jump modification that separated the eager from the meager. But the pressure of "making it or breaking it" over the jump didn't stop Stacey Miller from winning the 80cc Senior Novice class; he decided he didn't need to clear the jump in order to win.

Miller accomplished that goal by managing to have just enough of a lead coming into the new section so as not to get passed. A frustrated Honda-mounted Mark Anderson ran in second and was breathing down Miller's neck on each lap before the jump, but then lost ground on some of the faster sections and couldn't close the gap before the jump, which Miller singled on each lap. Anderson had finished first in moto one but couldn't get by Miller in the second moto. Eric Nyysti was third in both races.

Keith Mott, unable to secure the holeshot in either of his starts remained determined to clear "the jump," making his move in the early stages of each moto in the 250cc Beginner class. On the other hand, second overall Ted McHugh took both holeshots but didn't get up the speed or nerve to try the obstacle. Third went to Adam Bode with a 2-5 score.

Casey Peck didn't win either 125cc Novice moto but was persistent in his performance and won the overall by getting two second-place finishes. The moto wins went to Mike Weining in the first and Thomas Stuckey III in the second. Overall, Stuckey placed ahead of Weining and Mark Sullivan was fourth.

Results

50 BEG: 1. Patrick Murphy (Yam); 2. Stevan Schwartz (Yam); 3. John Bradley (KTM); 4. Tyler Johnson (Yam); 5. Wesley Selby (Yam).

50 NOV: 1. Cris Mayo (Yam); 2. Kyle Rivera (Yam); 3. Paul Dye (Hon).

60 (0-8): 1. Joshua Reed (Kaw); 2. David Levitt (Kaw); 3. Paul Pearcy (Kaw); 4. Stevan Schwantz (Kaw); 5. Cris Mayo (Yam).

60 (9-11): 1. Nathan Rivera (Kaw); 2. Nathan Mitchell (Kaw); 3. Nic Schaffer (Kaw); 4. Cody Beard (Kaw); 5. Jake Nighswander (Kaw).

60 MOD: 1. Nathan Rivera (Kaw); 2. David Levitt (Kaw); 3. Paul Pearcy (Kaw); 4. Tarrah Johnson (Kaw); 5. Nathan Mitchell (Kaw).

80 BEG: 1. Nick Fouts (Hon); 2. Miles Culligan (Yam); 3. Paul Sosinski (Kaw); 4. Tom Duncan (Yam); 5. Jeremy Lastovica (Yam).

80 MOD: 1. Nick Fouts (Hon); 2. Miles Sullivan (Yam); 3. Tom Duncan (Yam); 4. Jeremy Lastovica (Yam); 5. Kenton Durkee (Hon).

125 BEG: 1. Geoff Henderson (Suz); 2. Kelly Kams (Kaw); 3. Jeremy Blount (Hon); 4. Joel Statkevicus (Suz); 5. Oscar Bojorquez (Hon).

125 NOV: 1. Casey Peck (Yam); 2. Thomas Stuckey III; 3. Mike Weining (Hon); 4. Mark Sullivan (Suz); 5. Richard Mequia (Hon).

125 INT: 1. Jeff Piasecki (Suz) 2. Mike Calhoun (Kaw).

250 BEG 1. Keith Mott (Yam); 2. Ted McHugh (Suz); 3. Adam Bode (Hon); 4. Jaxon Bigelow (Kaw); 5. Toby Squires (Kaw).

250 NOV: 1. Dax Kastrin (Yam); 2. Coleman Manchester; 3. Jeff Homoki (Hon); 4. Don Miller (Hon).

250 INT: 1. Carey Kent, Jr. (Hon); 2. Bryan Bartlett (Suz); 3. Brian Highsmith (Yam); 4. Mike Calhoun (Kaw).

OPEN BEG: 1. Todd Scoggin (Hon); 2. Blake Hughs (Hon).

OPEN INT: 1. Mike Halpin (KTM).

SR NOV: 1. Stacey Miller (Yam); 2. Mark Anderson (Hon); 3. Eric Nyysti (Hon); 4. Frank Wadfuton (Kaw); 5. Don Miller (Hon).

SR INT: 1. Michael Halpin (KTM).

SR 40+: 1. David Kams (Kaw); 2. David Johnson (Kaw); 3. Jim Peck (Yam).

VINT NOV: 1. Tom Rodgers (Hus); 2. Cris Reed (CZ); 3. Paul Shoen (Ric); 4. Mike Johnson (Hus); 5. Paul Dye (Hod).

VINT INT: 1. Gene Maple (Mai); 2. Tim Curtis (Pen); 3. Ken Lusk (CZ).

VINT EX: 1. Kevin Krugh (Hus); 2. David Boydstun (Bul).

VINT 4-STRK: 1. John Scott (Tri); 2. Carl Matter (Hon); 3. Craig Skinner (BSA); 4. Mike Haracourt (Tri).

80 TROPHYLESS RDR: 1. Guy Eining (Kaw); 2. Bryeo D'Attilio (Suz); 3. Joshua Ray (Hon); 4. John Doty (Hon); 5. Chad McKissick (Hon).

Reed takes the bucks at Roebling Road Road Race

By Bob Applegate

FAULKVILLE, GA, APR. 9-10

Mike Reed showed both the locals and out-of-towners the way around Roebling Road's two-mile course, winning all three Kawasaki-paying Supersport races.

If anyone had doubts about the raceability of his ZX600, Reed dispelled them right away by dominating the Middleweight and Heavyweight Supersport classes, bettering second-place finisher Kevin Rentzell both times. The young rider had to work a little bit harder to make it stick in the Unlimited Supersport race as he went up against the Honda CBR900RR of veteran Gene

Church. The two battled back and forth during the eight-lap final with Reed finally diving under Church in turn one on the white-flag lap. The new leader then turned in a blistering final lap to hang on for the win and $500 in prize money. Former Amateur National GTU Champion John Blessed rode the wheels off his Honda 600 until a rod bearing gave way and he handed the win over to Michael Crepeau in Expert GTU. The GTO race was a battle down to the line with Jeff Belt setting the pace until he was swooped on lap 16 by eventual winner Danny Roberts. Racing Grandfather Frank Kinsey showed his stuff on the last lap, pulling out of the draft to bump Belt back to third at the stripe.

Hooters-sponsored Steve Decamp romped to the Heavyweight Superbike win after disposing of Yankee invader Anthony Fania. The Reed family showed more spirit with younger brother Mark Reed taking wins in both Amateur Middleweight and Heavyweight racing on his ZX600 Kawasaki, giving the Reed brothers a total of five wins and $1500 for the weekend.

Sportsman racing has gotten hot and heavy over the past few seasons and this one was a barn burner, with Robert Ault riding a seasoned Honda 500 Interceptor in what became a three-way battle with EX500-mounted Eric Ludwigsen and Tony Martin on a hybrid Yamaha 250. Although they were tire-to-tire for the eight laps, Ault rode the wheels off the Honda for the win while Ludwigsen slipped past Martin at the flag for second place.

The weekend ended when a red-flag-marred Middlewight GP race left the event without ambulances. The last three races on the bill were not run when available track time expired without any ambulances returning to the track.

Results

AM L/W SS: 1. Joe Wooten (Yam); 2. Keith Phillips (Yam); 3. Shawn Rodel (Hon); 4. Karl Hall (Yam); 5. Jeff Longbottom (Yam).

EX L/W SS: 1. Ian Lineberger (Yam); 2. David Pabst (Yam); 3. Richie Morris (Yam); 4. Paul Netterstrom (Yam); 5. Bruce Coffman (Yam).

AM M/W SS: 1. Mark Reed (Kaw); 2. David Henderson (Hon); 3. Todd Brank (Suz); 4. Leslie Horne (Suz); 5. Keith Day (Hon).

EX M/W SS: 1. Mike Reed (Kaw); 2. Kevin Rentzell (Kaw); 3. Michael Crepeau (Hon); 4. Michael Lenning (Hon); 5. John Blessed (Hon).

AM H/W SS: 1. Mark Reed (Kaw); 2. Brad Simmerson (Kaw); 3. Todd Brank (Suz); 4. William Hillis (Suz); 5. Leslie Horne (Suz).

EX H/W SS: 1. Mike Reed (Kaw); 2. Kevin Rentzell (Kaw); 3. Jack Dupree (Yam); 4. Dave Hardy (Kaw); 5. David Olin (Suz).

U/L SS: 1. Mike Reed (Kaw); 2. Gene Church (Hon); 3. Kevin Rentzell (Kaw); 4. Kevin Hunt (Hon); 5. David Olin (Suz).

AM L/W S/BK: 1. Joe Wooten (Yam); 2. Dustin Sperber (Yam); 3. Keith Phillips (Yam); 4. Karl Hall (Yam); 5. Shawn Rodel (Yam).

EX L/W S/BK: 1. Paul Netterstrom (Yam); 2. Eric Ludwigsen (Kaw); 3. Robert Ault (Hon); 4. Tony Martin (Yam); 5. Ian Lineberger (Yam).

AM H/W S/BK: 1. Brad Simmerson (Yam); 2. Todd Brank (Suz); 3. Joe Warren (Hon); 4. Leslie Horne (Suz); 5. Jeffrey Hearn (Kaw).

EX H/W S/BK: 1. Steve Decamp (Kaw); 2. Jonathan Bolton (Suz); 3. Dave Hardy (Kaw); 4. John Blessed (Hon); 5. Anthony Fania (Kaw);

AM SOLO GTU: 1. Steve Buery (Hon); 2. Robert Guerra (Hon); 3. Michael Debrabant (Hon); 4. Mark Reed (Kaw); 5. Todd Brank (Suz).

EX SOLO GTU: 1. Michael Crepeau (Hon); 2. Lary Dodson (Hon); 3. Robert Snow (Hon); 4. Michael Vadney (Yam); 5. Michael Lenning (Hon).

AM SOLO GTO: 1. Todd Brank (Suz); 2. Brad Simmerson (Kaw); 3. Leslie Horne (Suz); 4. Steve Grigg (Kaw); 5. Steve Buery (Hon).

EX SOLO GTO: 1. Danny Roberts (Yam); 2. Frank Kinsey (Yam); 3. Jeff Belt (Suz); 4. Anthony Fania (Kaw); 5. Jonathan Bolton (Suz).

AM L/W S/TW: 1. James Culora (Duc); 2. Matthew Richardson (Hon); 3. Michael Barvir (Hon).

EX L/W S/TW: 1. Donald Linger (Duc); 2. Antony Lineberger (Kaw); 3. Billy George (Duc); 4. Brian Summers (Hon); 5. Richie Morris (H-D).

AM H/W S/TW: 1. James Culora (Duc); 2. Michael Barvir (Hon).

EX H/W S/TW: 1. Donald Linger (Duc); 2. William Dietz (Duc); 3. Billy George (Duc); 4. Brian Summers (Hon); 5. Bud Weber (H-D);

AM SPTSMN: 1. Chuck Menotte 2. Frank Stroman (Kaw); 3. Jeffrey Semmig (Yam); 4. Richard Fawcett (Kaw); 5. John Soderlund (Yam).

EX SPTSMN: 1. Robert Ault (Hon); 2. Eric Ludwigsen (Kaw); 3. Tony Martin (Yam); 4. Antony Lineberger (Kaw); 5. Brian Surtees (Yam).

AM L/W GP: 1. Dustin Sperber (Yam); 2. Karl Hall (Hon); 3. Joe Wooten (Yam); 4. Shawn Rodel (Hon); 5. Derek King (Yam).

EX L/W GP: 1. Michael Vadney (Yam); 2. Brian Surtees (Yam); 3. Eric Ludwigsen (Hon); 4. Drew Lincoln (Yam); 5. Ian Lineberger (Yam).

AM M/W GP: 1. Todd Brank (Suz); 2. David Henderson (Hon); 3. Gray Shumate (Hon); 4. Leslie Horne (Suz); 5. Steve Buery (Hon).

EX M/W GP 1. Robert Snow (Hon); 2. Mike Burns (Hon); 3. William Luke (Hon); 4. Eric Ludwigsen (Hon); 5. Michael Vadney (Yam).

EX U.S. TWSPTS: Richie Morris (H-D); 2. Bud Weber (H-D); 3. Kent Greenholt (H-D); 4. C.J. Holmes (H-D); 5. Craig Pukall (H-D).

Jenkins jets to Starwest Motocross win

By David A. Procida

MORENO VALLEY, CA, APR. 9

Peter Jenkins and Gary Hein both took a moto win in the third week of Starwest Supercross Park's Season Opener Series, but Jenkins led the all-important second moto from start to finish to notch the overall win in the 250cc Beginner class.

In the first moto, KTM rider Jon Reese rounded the first turn in the lead position, but a missed gear cost him about six spots before he recovered. This left the gate open for Hein to lead the pack into the second turn with Jenkins, Lance Tumulty and Jermaine Calhoun headed down the back straightway.

Late in the moto, the lead riders had spaced out and all attention was drawn to the battle for fourth between Calhoun and Greg Perry. The two riders were going handlebar-to-handlebar in a mad dash for the checkered, and with one corner between the two of them and the finish line, they collided and went down. The moto win went to Hein, with Jenkins and Cory Hudson taking second and third, respectively. Reese and Tumulty rounded out the top five positions.

Jenkins got a big jump out of the gate in moto two and was joined in the second turn by Hein, Will Warburton and Reese. Warburton caught Hein sleeping in the "Snake Pit" and slithered by in one of the Ss. For the next two laps it was follow the leader and then, at the midway point, Warburton took a soil sample, dropping him from among the front-runners.

Jenkins took the white flag a couple of laps later, keeping up a good pace that carried him across the finish line for the moto and overall win with room to spare. Hein crossed the finish line second and was second overall. Reese's 4-3 earned him third overall with Hudson and Tumulty rounding out the top five overall.

Another intense race witnessed by the large turnout of spectators was the 250cc Novice class with Dwight Radar, Lance White and Pierre LaQuerre putting on the battle of the night in both motos. The Insane Graphics-supported Radar came out on top to garner the overall victory in the class.

Results

60 (6-8): 1. Justin LaVoie (Kaw); 2. Joshua Brown (Kaw).

60 (9-11): 1. Jay Dee Santiago (Kaw); 2. Nick Wells (Kaw); 3. Brock Boning (Kaw); 4. Danny Bird (Kaw).

80 (0-11): 1. John Hopkins (Kaw); 2. Scott Nelson (Suz).

80 (12-13): 1. Tim Langdon (Kaw); 2. Michael Sleeter (Kaw).

80 (12-16) BEG: 1. Chris Llewellyn (Suz); 2. Sean Clarke (Kaw); 3. Chad Schmidt (Kaw); 4. J.J. Bonanno (Yam); 5. JayDee Santigo (Kaw).

125 BEG: 1. Mark Cira (Hon); 2. Mark Reyes (Hon); 3. Cory Gibbons (Yam); 4. Dan Farrar (Suz); 5. Caleb Hawkins (Suz).

125 NOV: 1. Josh Fink (Yam); 2. Danny Montoya (Suz); 3. Neil Alonzo (Hon); 4. Davis Ramsey (Yam); 5. Lance White (Kaw).

125 PRO: 1. Jason McMurrick (Hon).

250 BEG: 1. Peter Jenkins (Hon); 2. Gary Hein; 3. Jon Reese (KTM); 4. Cory Hudson (Suz); 5. Lance Tumulty (Suz).

250 NOV: 1. Dwight Radar (Kaw); 2. Pierre LaQuerre (Hon); 3. Lance White (Yam). 250 INT: 1. John Belisle (Suz); 2. Scoff McKey (Kaw).

250 PRO: 1. Shay Fretwell (Hon).

25+ BEG: 1. Mark Cira (Hon); 2. Todd Sayles (Yam); 3. Rob Morel (Yam); 4. Mike Ralphs (Hon); 5. Kurt Adair (Yam).

25+ NOV: 1. Jim McKenzie (Kaw).

25+ INT: 1. Tony Feldhaus (Hon).

30+ BEG: 1. Mike Jackson (Yam); 2. Jim Masters (Kaw); 3. Bill Cotton (Yam); 4. Marco Valdwinos (Yam); 5. Robert Seeds (Suz).

30+ NOV: 1. Jon Nixon (Kaw); 2. Blake Orgill (Kaw); 3. Jim Stentz (Hon); 4. Terry MacRae (Suz); 5. Keith Dean (Suz).

40+ NOV: 1. Ray Simmons (Suz).

Hedrick, Johnson highlight Devil's Ridge Motocross

By Jay and Sharon Hauser

SANFORD, NC, APR. 10-11

Marcus Hedrick came to the Devil's Ridge Motocross to start his bid toward the Loretta Lynn's Amateur Nationals and totally crushed the competition aboard his Suzuki RMs in the 85cc 14-15, Schoolboy, 125cc C Stock and 125cc C Modified classes on his way to an incredible 10-moto win streak during the combined two-day qualifier.

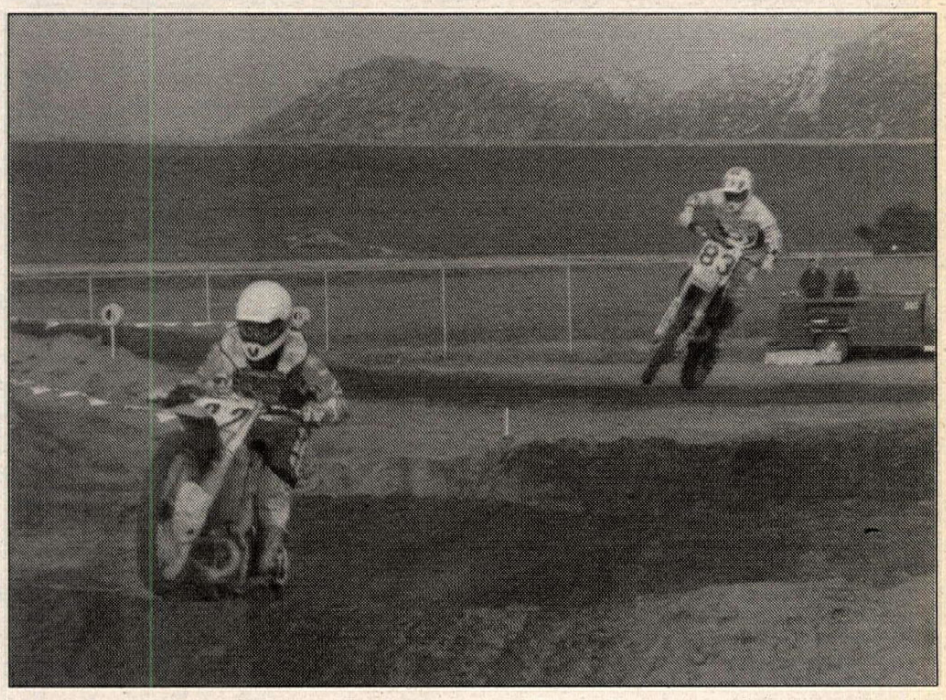
If Hedrick can continue his dominating ways throughout the Regionals and into the National program, he will certainly have to be considered a threat for the title in whichever of the two classes he chooses to run.

Yamaha of Charlotte's Kirk Johnson roosted his way to victories in the 250cc A Stock, 250cc A Modified and 25+ classes. Johnson was only able to run in the 25+ division due to his birthday falling within the Amateur Nationals guildlines. Unlike Hedrick's runaways, Johnson wound up having to battle every inch of the way in all four of the 250cc A motos as young David Price presented him with tough competition.

Sunday's 250cc A class saw Johnson put his YZ250 out front at the start of both motos with stong holeshots over local favorite Vann Gibson and Price. As the first lap of moto one concluded, Gibson was breathing down Johnson's back; he went for the top spot but crashed, dropping to third. Price went after Johnson with a steady attack till he worked his way past on lap five by out-jumping Johnson coming out of the backside pit jump. Just over a lap later, Johnson turned up the wick and picked his way past Price for the moto win.

Moto two of the 250cc A saw Johnson again hold off all challenges by Gibson and Price, with Gibson remaining upright the whole moto and staying between Johnson and Price till the end.

(Above) Marcus Hedrick (141) was the overall winner in the 85cc (14-15) class at the Devil's Ridge MX. (Below) 250cc Pro winner Shay Fretwell (32) led 250cc Intermediate winner John Belisle (82) in action at the Starwest Supercross Park in Moreno Valley, California.



Gibson then slipped up late in the moto and allowed Price to sneak past to take the runner-up spot in moto two and for the day.

Although Marcus Hedrick is young enough to still ride 85cc machines, he is quickly adapting to the bigger 125s with ease. Hedrick took all his wins aboard the smaller bikes with considerable margins over his foes, but in the 125cc C class, Hedrick was faced with stiffer competition in the form of Caven Woodruff and Myles Scarano.

Hedrick holeshot moto one with Woodruff and Scarano in tow while Chris Bohner was working his way into third over Marc Woods. As Hedrick rounded through the S-turns to complete lap one, he had a brief loss of concentration and took a quick spill, giving the lead to Woodruff and Scarano. Hedrick regrouped and made a strong comeback until the only rider left between himself and the first-moto victory was Woodruff. Once past Woodruff, Hedrick cruised to the moto win.

Hedrick blasted off the line in moto two and set out to leave no doubt that the 125cc C victory was going to be his. He was able to hold the lead postion from start to finish. Scarano gave a good chase in the first three laps, matching Hedrick move for move, but was unable to keep the pace, and Hedrick again scored the moto win and took home the overall victory.

Results

Saturday

50 STK (4-6): 1. Binny Orrell (Yam); 2. Zack Wagner (Yam); 3. Pat Cooper (Yam).

50 STK (7-8): 1. Michael Williard (KTM).

85 STK (7-11): 1. Nick Roberts (Suz); 2. Corey King (Kaw); 3. Nickolas Warner (Kaw); 4. Rick Rikard (Kaw); 5. Matt Cooper (Suz).

65 STK (7-11): 1. Andrew Willard (Kaw); 2. Nickolas Warner (Kaw); 3. Robert Munn (Kaw); 4. Michael Willis (Kaw); 5. William Bryant (Kaw).

85 STK (12-13): 1. Jered Black (Suz); 2. Casey Barnes (Suz); 3. Marty Pence (Kaw); 4. Aaron Perkins (Suz); 5. Bradley Pate (Yam).

85 STK (14-15): 1. Eric Barnes (Suz); 2. Jason Baynes (Kaw); 3. Jeff Rogers (Suz).

SCHBY: 1. Marcus Hedrick (Suz); 2. Tony Shirley (Yam).

125 A STK: 1. Chuck Shirley (Yam); 2. David Price (Hon); 3. Chad Newton (Suz).

125 B STK: 1. Tilden Styron (Suz); 2. Jason Dobbs (Yam); 3. Chris Gillispie (Suz).

125 C STK: 1. Marcus Hedrick (Suz); 2. Myles Scarano (Suz); 3. Christopher Brown (Kaw); 4. Daniel Dailey (Hon); 5. Kelly White (Kaw).

WMN: 1. Bridgett Bost (Hon).

250 A STK: 1. Kirk Johnson (Yam); 2. David Price (Kaw); 3. Kevin Mustain (Kaw); 4. Graig Johnson (Yam).

250 B STK: 1. Tilden Styron (Suz); 2. Mark Tinnin (Hon); 3. Jared Decamps (Suz); 4. Robbie Flynt (Hon).

250 C STK: 1. Caven Woodruff (Kaw); 2. Ashley Brewer (Suz); 3. Ryan Schater (Hon); 4. Jimmy Kersey (Kaw); 5. Steve Wichnoski (Kaw).

Sunday

50: 1. Binny Orrell (Yam).

65 (7-11): 1. Derrick Bell (Kaw); 2. Michael Willis (Kaw); 3. Rick Rikard (Kaw); 4. William Bryant (Kaw); 5. Lee Roberts (Kaw).

85 (7-11): 1. Nick Roberts (Suz); 2. Corey King (Kaw); 3. Derrick Bell (Kaw); 4. Rick Rikard (Kaw); 5. Michael Willis (Kaw).

85 (9-13) MOD: 1. Jered Black (Suz); 2. Casey Barnes (Suz); 3. Aaron Perkins (Suz); 4. Marty Pence (Kaw); 5. Joshua Copps (Suz).

85 (14-15) MOD: 1. Marcus Hedrick (Suz); 2. Eric Barnes (Suz); 3. Jered Black (Suz); 4. Marty Pence (Kaw); 5. Jeff Rogers (Suz).

S/MINI: 1. Eric Barnes (Suz); 2. Jered Black (Suz); 3. Casey Barnes (Suz); 4. Joshua Copps (Suz).

125 A MOD: 1. David Price (Hon); 2. Kevin Mustain (Kaw); 3. Michael Driscoll (Suz); 4. Chuck Shirley (Yam).

125 B MOD: 1. Tildon Styron (Suz); 2. Brandon Turlington (Kaw); 3. Jason Dobbs (Yam); 4. Lee Williams (Kaw); 5. Chuck Green (Suz).

125 C MOD: 1. Marcus Hedrick (Suz); 2. Caven Woodruff (Kaw); 3. Marc Woods (Suz); 4. Daniel Dailey (Hon); 5. Danny Lewis (Kaw).

250 A MOD: 1. Kirk Johnson (Yam); 2. David Price (Kaw); 3. Vann Gibson (Hon); 4. Kevin Mustain (Kaw); 5. David Cauthen (Hon).

250 B MOD: 1. Tildon Styron (Suz); 2. Brandon Turlington (Kaw); 3. Jason Baldwin (Kaw); 4. Chuck Green (Suz); 5. Mark Tinnin (Hon).

250 C MOD: 1. Caven Woodruff (Kaw); 2. Ashley Brewer (Suz); 3. Ryan Schafer (Hon); 4. Jimmy Kersey (Kaw); 5. Randy Donaldson (Hon).

25+: 1. Kirk Johnson (Yam); 2. Lee Williams (Kaw); 3. Rick Wright (Hon).

30+ A: 1. Jay Hauser (Suz); 2. Vann Gibson (Hon); 3. Darrell Bell (Hon).

30+ B: 1. Rick Wright (Hon); 2. Snappy Hooks (Suz); 3. Kevin Sheak (Hon); 4. John Moore (Kaw); 5. Carl Plumley (Suz).

OPEN AM: 1. John Horne (Kaw).

35+: 1. Darrell Bell (Hon); 2. Junior Bryant (Yam).

U/L: 1. Paige Hilliard (KTM).

SCHBY: 1. Marcus Hedrick (Suz); 2. Tony Shirley (Yam); 3. Aaron Benfield.

Allen wins three at Indy RR

By Larry Lawrence

INDIANAPOLIS, IN, APR. 3

Lanny Allen has probably won more races at Indianapolis Raceway Park than any other WERA expert rider over the last few years, but he still isn't satisfied. The Indianapolis native continued his winning ways at the opening race of the WERA North Central region by taking three wins on his Honda CBR600.

Winning club races has almost become old hat for Allen. When Allen was unsuccessful in

Mike Odom (23) took top honors in the 500cc Beginner class at the Glen Helen motocross.

getting noticed by one of the big endurance or Formula USA teams last season, he began thinking about retiring from racing - but just couldn't shake the racing bug. After thinking about it all winter, he came back to his home track to kick off the new racing season stronger than ever.

Allen started the weekend by winning the Mediumweight 50-miler on Saturday over last year's WERA Novice sensation, Canadian Frank Wilson. Allen and Wilson met again on Sunday in the C Superbike final. Allen swapped the lead in the early going with former roommate Reuben Frankenfield. Wilson, riding a new Yamaha YZF600, came up to challenge for the lead. Halfway through the race, Wilson, a four-time WERA Novice National Champion in '93, began to pull away. During the second half of the eight-lap race, Allen made up the lost ground, then, on the final lap, he drafted into the lead and flew through the first few turns, leaving Wilson and Frankenfield in his wake.

"I waited to pull out all the stops on the last lap," Allen said. "I'd been watching Wilson through turns one, two and three. I knew I could go a lot faster through that section of the track."

Allen also won the C Superstock race by two seconds over Frankenfield.

Eric Smith rode a pair of Suzuki GSXRs to four sprint wins on Sunday, in addition to winning the Heavyweight 50-miler. Smith turned in the fastest laps of the weekend, running in the 1:43 range during the A Superstock final.

Mike Desmarias hopes to follow in Frank Wilson's footsteps in the Novice ranks this year. Desmarias won four Novice races during the weekend. Other multiple winners at IRP included Expert Tim Abke, with two wins, and Novices Brian Jones, Michael Stratton and Steve Blackburn.

Results

A S/STK EX: 1. Eric Smith (Suz); 2. Dan Clemens (Kaw); 3. Mike Pogreba (Kaw); 4. David Young (Suz); 5. Scott Kocan (Kaw).

B S/STK EX: 1. Eric Smith (Suz); 2. Dan Lowry (Suz); 3. Reuben Frankenfield (Hon); 4. Dan Wade (Suz); 5. Dan Clemens (Kaw).

C S/STK EX: 1. Lanny Allen (Hon); 2. Reuben Frankenfield (Hon); 3. Ken Melville (Hon); 4. Steve Doolin (Kaw); 5. Brian Lantz (Hon).

A PROD NOV: 1. Brian Jones (Suz); 2. Bill Barwick (Yam); 3. Thomas Fowler (Hon); 4. Chris Normand (Hon); 5. Brian Carter (Suz).

B PROD NOV: 1. Brian Jones (Suz); 2. Bryan Orchelle (Kaw); 3. James Cleeland (Hon); 4. Robert Foreman (Hon); 5. James Seeley (Hon).

C PROD NOV: 1. Henry Biesterfeldt (Hon); 2. Robert Foreman (Hon); 3. James Cleeland (Hon); 4. Donald Crayne (Hon); 5. James Seeley (Hon).

D PROD NOV: 1. Stephen Christian (Yam); 2. Eric Voelzke (Yam); 3. Todd Snyder (Yam); 4. Kurt Marsor (Kaw).

F-1 EX: 1. Eric Smith (Suz); 2. Mike Pogreba (Kaw); 3. Scott Brown (Kaw); 4. Ward Cook (Suz); 5. Brett Johnston (Suz).

F-1 NOV: 1. Mike Desmarais (Yam); 2. Brian Jones (Suz); 3. James Gentry (Kaw); 4. Bryan Orchelle (Kaw); 5. Robert Sobottka (Hon).

F-2 EX: 1. Larry Cohee (Yam); 2. Richard Breeding (Yam); 3. Mark Patznick (Hon); 4. David Sweeney (Yam).

F-2 NOV: 1. Robert Brooks (Yam); 2. Greg Sanders (Hon); 3. Bill Brownsberger (Yam); 4. Eric Jakobsson (Yam).

F-3 EX: 1. Tim Abke (Hon); 2. Roy Perry (Hon).

F-3 NOV: 1. Michael Stratton (Hon); 2. Troy Leiphart (Hon).

F-CLBMN EX: 1. Donald Fine (Suz); 2. Robert Tapscott (Rtx); 3. John Whittenburg (Hon); 4. Richard Dorfmeyer (Hon).

F-CLBMN NOV: 1. Michael Stratton (Hon); 2. Troy Leiphart (Hon); 3. Heidi Smakula (Suz); 4. James Fejedelen (Hon).

B S/BK EX: 1. Eric Smith (Suz); 2. Ray Litton (Kaw); 3. Dan Lowry (Suz); 4. Dan Clemens (Kaw); 5. Dan Wade (Suz).

B S/BK NOV: 1. Mike Desmarias (Yam); 2. Brian Jones (Suz); 3. Steve Blackburn (Hon); 4. James Gentry (Kaw); 5. Bill Barwick (Yam).

C S/BK EX: 1. Lanny Allen (Hon); 2. Frank Wilson (Yam); 3. Reuben Frankenfield (Hon); 4. Kenneth Melville (Hon); 5. Brian Lantz (Hon).

C S/BK NOV: 1. Mike Desmarias (Yam); 2. Robert Foreman (Hon); 3. James Seeley (Hon); 4. Steve Blackburn (Hon); 5. Thomas Fowler (Hon).

D S/BK EX: 1. William Sweeney (Yam); 2. Richard Breeding (Yam); 3. David Sweeney (Yam); 4. Tim Abke (Hon).

D S/BK NOV: 1. Steve Blackburn (H-D); 2. Gabriel Craigmile (Hon); 3. Eric Voelzke (Yam); 4. Stephen Christian (Yam); 5. Lance Davis (Yam).

UL/I TW EX: 1. Tim Abke (Hon); 2. Mark Patznick (Hon); 3. Roy Perry (Hon).

U/L TW NOV: 1. Steve Blackburn (H-D); 2. Gabriel Craigmile (Hon); 3. Monty Campion (Duc); 4. Robert Brooks (Yam); 5. Michael Stratton (Hon).

50 Mile Endurance Races

H/W EX: 1. Eric Smith (Suz); 2. Reuben Frankenfield (Hon); 3. Ray Litton (Kaw); 4. Geoffrey Wilson (Suz); 5. Daniel Lowry (Suz).

H/W NOV: 1. Brian Jones (Suz); 2. James Gentry (Kaw); 3. Bryan Orchelle (Kaw); 4. Chris Allen (Kaw); 5. Wayne Barrett (Suz).

M/W EX: 1. Lanny Allen (Hon); 2. Frank Wilson (Yam); 3. Reuben Frankenfield (Hon); 4. Nevil Algie (Suz); 5. Steve Doolin (Kaw).

M/W NOV: 1. Mike Desmarais (Yam); 2. Robert Richards (Yam); 3. James Seeley (Hon); 4. Robert Foreman (Hon); 5. James Cleeland (Hon).

L/W: 1. Monty Campion (Duc); 2. Gabriel Craigmile (Hon); 3. Roy Perry (Hon); 4. Bill Brownsberger (Yam).

Anderson negotiates Glen Helen Motocross muck

By David A. Procida

SAN BERNARDINO, CA, APR. 10

Randy Anderson handled the mud holes, the over-saturated whoops, the sloppy doubles, and most of all the competition on his way to a convincing win in California Racing Club's Vet Novice class at the Gelen Helen ORV MX track.

Rain left the track a virtual quagmire for the early motos and was slippery, at best, for the later ones, but the CRC crowd was there to race - and race they did.

When the gate fell to start moto one, Anderson timed it perfectly to lead the pack out onto the challenging course. Donnie Quanstrom and Billy Womack were dicing for second with John Pindard catching all of their roost in fourth place.

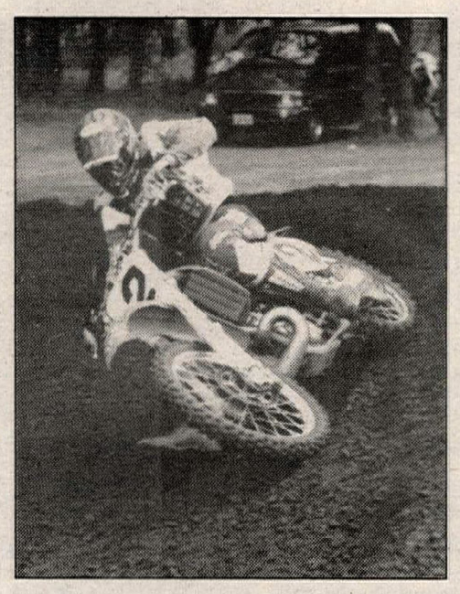
The mud was taking its toll on the Vet Novices and by moto's end, the winner, Anderson, had the only clean jersey in the Novice ranks. Womack had worked the mud to his advantage and powered his way through the slop to finish second ahead of Quanstrom, while Fred Tuttle and John Stich completed the leaderboard.

Womack grabbed the holeshot in moto two and with the track in far better shape than for the first moto, Anderson had to work up from a fifth-place start. On lap three, Anderson found enough extra speed to move into second behind Womack, and with Stich hugging Andersen's rear fender, the race was on. At the halfway point, Anderson found himself out front with Womack running third after a bobble in the back section.

Everyone was in the follow-the-leader mode for the next couple of laps, but as Anderson took the white flag everyone seemed to turn up the wick a notch or two. Stich closed to the rear of Anderson's Yamaha, and then Womack jammed his way by Stich in the valley section of the course.

The positions seemed to be set as the riders came onto the grandstand section of the course, and then riders began to fall. First, Womack had problems with a slick corner and Stich went by. Then, Stich and a lapper went down in the last corner. Womack was again in second, following Anderson across the line. Stich, Gary Will and Quanstrom rounded out the top riders in moto two.

With a pair of firsts, Anderson won the class and Womack was second overall. Quanstrom coupled his first moto third with a fourth in moto two for third overall followed by Will and Stich.



Roy Schellenberger was the winner in the 250cc Expert class at the Burleson MX.

Results

50 B-1: 1. Charles Messer (Yam); 2. Damien Lopez (Yam); 3. Jesse Cabe (Yam).

50 B-2: 1. Jared R. Tebo (Yam); 2. Travis Wilson (Yam); 3. Cory Rash (Yam).

60 (0-8): 1. Ryan Rash (Kaw).

60 (9-11): 1. Blake Mitchell (Kaw); 2. Luis Miguel Jauregui (Kaw); 3. Kit Kunath; 4. David Kendle (Kaw)

60 BEG: 1. Richie Laster (Kaw).

80 (7-11): 1. Donnie Durrer (Yam).

80 (12-13): 1. Brent Lancaster (Kaw); 2. Justin Rash (Kaw).

80 (14-16): 1. Chris Thompson (Suz); 2. Scott Priputen (Suz).

80 BEG: 1. J.J. Bonanno (Yam); 2. Justin Weber; 3. Louie Ramirez (Yam); 4. D.J. Priputen (Suz); 5. Cody Randell (Yam).

125 BEG: 1. Jason Dubin (Suz); 2. Jamie Pamintuan (Suz); 3. Cole Townsend (Hon); 4. Michael Villanueva (Kaw); 5. Tyler Buck (Suz).

125 NOV: 1. Eric Anderson (Kaw); 2. Chris Neitzel (Suz); 3. Keith Katz (Suz); 4. Colin Eberly (Hon); 5. Kevin Tarwater (Kaw).

125 INT: 1. Ty Kady (Suz); 2. Colin Couto (Hon); 3. Mark Allen (Kaw).

125 PRO: 1. Erik Lindstrom (Hon); 2. Justin McMurrich (Hon); 3. Tracy Asher (Suz).

250 BEG: 1. Chad Davis (Yam); 2. David Nelson (Hon); 3. Eric Stuffman (Hon); 4. Donnie Quanstrom (Hon); 5. Bud Davis (Yam).

250 NOV: 1. Tim Laster (Yam); 2. Dan King (Yam); 3. Danny Woodard (Kaw); 4. Justin Osborne (Kaw); 5. Bobby Hall (Suz).

250 INT: 1. Ty Kady (Suz); 2. Jeff Ratzloff (Kaw); 3. Robbie Dunham (Yam).

250 PRO: 1. Tracy Asher (Suz); 2. Tiger Garcia (Suz); 3. Peter B. Ware (Suz).

500 BEG: 1. Mike Odom (Hus); 2. Stephen Kipp (Hon); 3. Charles Shannen (Hon).

500 NOV: 1. John Tookey (Hon); 2. Scott Murphy (Hus).

JR VET BEG: 1. Edward Lipscomb (Suz); 2. Shaun Langham (Yam); 3. Jeff White (Yam); 4. Jerry Pontius (Hon); 5. J. Erickson (Hon).

JR VET NOV: 1. C.T. Watanabe (Hon); 2. Jamie Young (Yam); 3. Mike Licitra (Kaw); 4. Leo Saul (Cag); 5. Henry Kokosenski (Hon).

JR VET INT: 1. Darren Elliott (Hon); 2. Daniel Cleveland (Yam).

VET BEG: 1. Kelly McGuire (Yam); 2. Dave Dublin (Suz); 3. Ress Benson (Hon).

VET NOV: 1. Randy Anderson (Yam); 2. Billy Womack (Suz); 3. Donnie Quanstrom (Hon); 4. Gary Will (Kaw); 5. John Stich (Kaw).

VET INT: 1. Joel Harriott (Yam); 2. Kirk Williams (Yam); 3. James Coppedge (Yam); 4. Alex Spinelli (Yam).

VET EX: 1. Leo Saul (Suz).

VET SR BEG: 1. Ken Williams (Yam).

SR EX: 1. Bob Dunham (Yam).

Neilander nails Marion County Motocross

By Kyle Myers

REDDICK, FL, APR. 10

Jeff Neilander was the dominant force at round five of the Florida MX Club series at Motocross of Marion County, winning the 250cc B class.

In the first 250cc B moto John Lake set the early pace with Kenny Jones, Neilander, Brett Sanger and Steve Dye in pursuit. Jones immediately pressured Lake for the lead until he bobbled, handing Jones the top spot. Lake came right back and stuffed his way by Jones. Meanwhile, Neilander, riding a borrowed machine, was quickly closing in on the leaders to make it a three-way battle. Jones sailed by Lake on the step-up jump, then Lake tried to repass him but fell in a corner. Jones seemed to have the win in the bag until he stalled his bike and let the Honda-Suzuki-Kawasaki of Ocala/Performance Engineering-backed Neilander shoot by to take the moto win. Jones recovered in time to hold onto the second spot over Sanger and Dye, who had passed Lake when he fell. Lake completed the top five.

In moto two, Lake again found himself out front as Neilander, Jones, Dye and Sanger gave chase. While Neilander and Jones fought for the runner-up slot, Lake added to his lead. Jones slipped by Neilander at the halfway point and slowly reeled in Lake. On the last lap, Jones was on Lake's rear fender but just when Jones went for the pass, he fell. Lake held on for the win ahead of Neilander, whose second-place finish and first moto win netted the overall win. Jones had remounted behind Neilander but slowed after his fall, letting Sanger and Dye by for third and fourth. Jones later recorded a 3-1 score in the 15-24 class for the overall win.

Results

P/W: 1. Kyle Williamson (Yam); 2. Matt Goerke (Yam); 3. Randy Charron (Yam); 4. Robert Holstein (Yam); 5. Mike Lozaw (Yam).

65: 1. Dan Truman (Kaw); 2. Jason Bennett (Kaw); 3. Troy Adams (Kaw); 4. Justin Holstein (Kaw); 5. Kyle Williamson (Kaw).

85 (7-11): 1. Mitch Holstein (Kaw); 2. Joshua Baker (Kaw).

85 (12-13): 1. Clint Shealy (Kaw); 2. Brandon Smith (Kaw); 3. Jesse Adams (Kaw); 4. Nathan Grier (Kaw); 5. Tim Bantle (Kaw).

85 (14-15): 1. Ray Hansen (Kaw).

S/MINI: 1. Ray Hansen (Kaw); 2. Clint Shealy (Kaw); 3. Brandon Smith (Kaw); 4. Josh Baker (Yam); 5. Mitch Holstein (Kaw).

16-24: 1. Kenny Jones (Suz); 2. David Wincott (Suz); 3. Brett Sanger (Hon); 4. Derrick Janyszyk (Hon); 5. Jeremy Fogg (Kaw).

125 C: 1. Ronnie Renner (Yam); 2. Jason Freeman (Suz); 3. Scott McGuigan (Hon); 4. Emanuel Manusuth (Suz); 5. Tim Beacock (Yam).

125 B: 1. Jacob Fogg (Kaw); 2. Kenney Jones (Hon); 3. Lee Tathan (Yam); 4. David Wincott (Suz); 5. Mike Berhart (Hon).

125/250 BEG: 1. Steve Servis (Suz); 2. Corey Hunt (Hon); 3. Fred Grass (Hon); 4. Arando Rivera (Kaw).

250 B: 1. Jeff Neilander (Hon); 2. Brett Sanger (Kaw); 3. Kenny Jones (Hon); 4. Steve Lake (Kaw); 5. John Lake (Kaw).

250 C: 1. Derrick Jansuzky (Hon); 2. Gary Emerson (Kaw); 3. Gerald Jones (Kaw); 4. Mark Bazinet (Kaw); 5. Dan Sears (Kaw).

25+: 1. Tim Eggers (Suz); 2. Steve Dye (Hon).

30+: 1. Steve Dixon (Yam); 2. Keith Waddell (Hon); 3. Tim Eggers (Suz); 4. Gary Emerson (Kaw); 5. Mark Bazinet (Kaw).

35+: 1. Dell Miller (Hon); 2. Steve Dixon (Yam); 3. Keith Waddell (Hon); 4. Eric Linstrom (Hon); 5. Tollie Bass (Hon).

40+: 1. Tom Fogg (Kaw); 2. Robert Godfrey (Kaw); 3. Charles Lehing (Hon); 4. Mike Layo (Hon); 5. Robert Dare (Kaw).

OPEN NOV: 1. Ray Stilling (Kaw); 2. Keith Waddell (Hon); 3. Lonnie Blackburn (Kaw).

Schellenberger stomps Burleson Motocross

By A. Phee

BURLESON, TX, APR. 10

Kawasaki-mounted Roy Schellenberger topped both motos of the 125 and 250cc Expert classes in round one of the 22nd annual GNC Texas Series at Burleson Motocross Park. Schellenberger powered into the lead in moto one of the 125cc Expert class and was never challenged. Dennis Hawthorne, who is still coming back to form, took an easy second with Kevin Foster in third and Jeff Schwartz completing the top four.

In moto two Schellenberger had the lead going into turn one, but Hawthorne sneaked to the inside in turn two and took over the top spot. Schellenberger would have none of that, regaining the lead in the back sweeper with an outside move to get back around Hawthorne. With that move, the top two positions were set. Third place, however, was up for grabs. T. J. Patel had started in third but was getting all he could handle from Schwartz and Foster. Schwartz drove past Patel in the whoop section on lap three and Foster followed through over the tunnel jump, dropping Patel back to fifth. Foster, not content with fourth, slammed the outside berm in turn 10 to rocket past Schwartz and into third. At the finish, Schellenberger had a huge lead with Hawthorne cruising in second, while Foster took a well-earned third and Schwartz held on for fourth.

In the 250cc Expert class it was more of the same with Schellenberger dominating both motos. Hawthorne gave chase in moto one for three laps and then resigned himself to an easy second until Jason Edwards came up to challenge him. But Hawthorne stayed just out of reach and took a distant second with Edwards third and Dave Shade fourth.

In moto two, Schellenberger again stormed into the lead and was never challenged. Hawthorne started the moto in second but began to fade by lap four. Shade was ready to pounce and took over the second spot on lap five, sending Hawthorne back to third. Edwards recovered from a mediocre start and moved up to fourth by lap five, but made no further headway. At the finish, Schellenberger had another easy win followed by Shade, Hawthorne, and Edwards.

Results

50: 1. Jonathan Kerr (Yam); 2. Cody Dickey (Yam); 3. Brandon Thompson (Yam); 4. Ryan King (Yam); 5. C.T. Dickey (Yam).

60: 1. Brad Barham (Kaw); 2. Matt Hunter (Kaw); 3. Matthew Pullen (Kaw); 4. L.G. Tretter (Kaw); 5. Cody Dickey (Kaw).

80 BEG: 1. Ryan Petty (Yam); 2. Zack Christian (Suz); 3. Adam Coco (Yam); 4. Patrick Wright (Kaw); 5. Trae Vannoy (Kaw).

80 (7-11) : 1. Derek Gerdes (Kaw); 2. Barry Otts (Suz); 3. Kyle Williams (Kaw); 4. Taylor Watts (Yam); 5. Zack Williams (Kaw).

80 (12-13): 1. Travis Elliott (Kaw); 2. Scotty Trimble (Suz); 3. Ryan Wallace (Kaw); 4. Ryan Williams (Kaw); 5. Derek Kutzer (Kaw).

80 (14-16): 1. Jesus Marquez (Kaw); 2. Nick Hamilton (Suz); 3. Tony Munoz (Suz).

80 OPEN: 1. Travis Elliott (Kaw); 2. Jesus Marquez (Kaw); 3. Barry Otts (Suz); 4. Nicholas Hamilton (Suz); 5. Ryan Wallace (Kaw).

125 BEG: 1. Gary Graham (Hon); 2. Tim Philpot (Yam); 3. Jeff Weiss (Kaw); 4. Michael Gleason (Hon); 5. Derek Eastly (Hon).

125 NOV: 1. Shawn Smith (Hon); 2. Carter Schneider (Hon); 3. Ben Gary (Yam); 4. Bryce Compton (Kaw); 5. Jason Morris (Kaw).

125 INT: 1. Jeff Smith (Suz); 2. Deacon James (Kaw); 3. Mike Battaile (Yam); 4. Sprint Haynes (Yam); 5. Kyle Parks (Hon).

125 EX: 1. Roy Schellenberger (Kaw); 2. Dennis Hawthorne (Kaw); 3. Kevin Foster (Suz); 4. Jeff Schwartz (Hon); 5. Jon Boyett (Kaw).

125 OPEN: 1. Shawn Smith (Hon); 2. Jason Eckhoff (Kaw); 3. Jeff Smith (Suz); 4. Carter Schneider (Hon); 5. Kevin Gravett (Kaw).

250 BEG: 1. Michael Spain (Kaw); 2. Robert Zbranek (Kaw); 3. Scott Graham (Hon); 4. Chris Florio (Suz); 5. Paul Carr (Yam).

250 NOV: 1. Justin Ledbetter (Yam); 2. Jack Kelly (Kaw); 3. David Knowles (Yam); 4. Keith Beaty (Kaw); 5. Trip Samples (Kaw).

250 INT: 1. Sprint Haynes (Yam); 2. Mike Battaile (Yam); 3. Mike Boliver (Kaw); 4. Shawn Martin (Yam); 5. Deacon James (Kaw).

250 EX: 1. Roy Schellenberger (Kaw); 2. Dennis Hawthorne (Kaw); 3. Dave Shade (Kaw); 4. Jason Edwards (Hon); 5. Jeff Schwartz (Hon).

250 OPEN: 1. Deacon James (Kaw); 2. Shawn Martin (Yam); 3. Jordan Jordan (Kaw); 4. Shay Manley (Hon); 5. Cody Wilkes (Kaw).

OPEN/500: 1. Jason Williams (Kaw); 2. Ray Jennings (Yam); 3. Dan McKinley (Kaw); 4. Greg Franks (Hon); 5. Hank Hodes (Kaw).

0-25 NOV: 1. Preston Klutts (Yam); 2. Shadd Bowers (Hon); 3. Brian Smith (Hon); 4. John Mitchell (Yam); 5. Jack Kelly (Kaw).

0-25 INT: 1. Shane Wills (Yam); 2. Greg Howard (Yam); 3. Ray Jennings (Yam); 4. Russ Murphy (Yam); 5. Ryan Raymer (Kaw).

0-25 EX: 1. Joe Benyak (Yam); 2. Darryl Wills (Yam); 3. Hunter Carothers (Hon); 4. Joe Jordan (Kaw); 5. Stephen Halpah (Yam).

0-30 NOV: 1. Donnie Holcomb (Kaw); 2. Preston Klutts (Yam); 3. Steve McCombs (Yam); 4. Blake Wingo (Yam); 5. Hank Hodes (Kaw).

0-30 EX: 1. Darryl Wills (Yam); 2. David Alsobrook (Kaw); 3. Joe Jordan (Kaw); 4. Steve Reavis (Yam); 5. Willie Phee (Hon).

0-40: 1. Jeff Haney (Hon); 2. Kinnie McGraw (KTM); 3. Tom Conner (Kaw); 4. Ed Abbott (Hon); 5. Bill Kasson (Yam).

Megaw on top at Midway MX

By George Hodkinson

KELLOG, MN, APR. 10

Ryan Megaw took home the overall honors in the Mini Senior class by posting 1-2 moto scores at the Midway Recreation Park, as the AMA District 23 motocross season kicked off for 1994.

Mike Ettesvold, the class number-one plate holder, started out moto one with the holeshot followed by Courtney Sampson, who is new to the class after success in the Mini Junior ranks. After the first lap through the "Dirty Dozen" whoop section, the class action began to unfold, with Michael Kann and Megaw moving into the second and third positions behind Ettesvold as Sampson slipped back. The trio of Yamaha pilots stayed close to each other for the entire race, with Megaw getting by Kann on the third of four laps and setting after the leader, Ettesvold. Megaw kept the pressure on Ettesvold and with only half a lap remaining, worked past him to take over the lead, while Kann held the third position. At the finish the order remained: Megaw, Ettesvold and Kann.

The second moto proved to be just as close with Kann getting the holeshot and Ettesvold, Megaw, and Eric Gerber in tow. Kann was relentlessly pursued by Ettesvold, who made several attempts to pass him for the lead and finally made one stick in the whoop section. Ettesvold later made a mistake while in the lead position that allowed Kann to get by for the win and Megaw for second, and ended up finishing the moto in third.

The 25+ A class is typically one with good competition and this day proved to be no exception. Bill Engstrom used the power of his Honda CR500 to shoot himself into the lead followed by Bryan Hunt, Chris Bense and Bruce Gates. By lap one Engstrom had fallen back a few positions, and Hunt had moved into the lead with Bense and Gates moving into second and third, respectively. By lap two, Hunt was showing blazing speed and already putting a lot of ground between himself and the field. At the finish, Bryan Hunt took a convincing win followed by Bense in second. Bryan's brother, Dana Hunt, moved up to third, and Gates was fourth.

Engstrom again was quickest to the first corner in the second moto with Bryan Hunt and Jeff Colbert behind. Hunt quickly displaced Engstrom on the first lap, as did Colbert on the second lap. A close battle for second was waged between Colbert, Gates and Bense as all three were determined to take the second position. As Hunt ran comfortably to the win, Colbert, Gates and Bense were flying literally side by side over the jumps, rubbing handlebars. Bense was able to slip between Gates and Colbert to finish the moto in second, with Colbert third and Gates fourth.

Results

MICRO MINI: 1. Brandon Anderson; 2. John Deotis; 3. Scott Ehlenfeldt; 4. Josh Sorenson; 5. Chad Soren.

P/W 60: 1. Nathan Broughton; 2. Adam Deal; 3. Collin Bartze; 4. Jacob Scholar; 5. Geritt Clark.

MINI JR: 1. Zach Derry; 2. Jacob Scholar; 3. Charles Barrett; 4. Sam Vandanneuvel; 5. Mitchell Laflame.

MINI SR: 1. Ryan Megaw; 2. Michael Kann; 3. Michael Ettesvold; 4. Eric Gerber; 5. Dennis Eckstrom.

YTH: 1. Shawn Wehlage; 2. Aaron Pape; 3. Lee Theis; 4. Shelly Kann; 5. Chris Schildgen.

17-24 A: 1. Jason Kempel; 2. Kyle Love; 3. Lee Erickson; 4. Mike Luoma; 5. Aaron Carlson.

17-24 B: 1. Matt Ludescher; 2. Jamison Day; 3. Joshua Hulls; 4. Chris Stern; 5. Mark Kruger.

17-24 C: 1. Jerome Hagen; 2. Justin Peterson; 3. Bill Schildgen; 4. John Lehnir; 5. Gary Sheldon.

25+ A: 1. Bryan Hunt, 2. Chris Bense; 3. Jeff Colbert; 4. Bruce Gates; 5. Dana Hunt.

25+ B: 1. John Kelly; 2. Mark Deal.

25+ C: 1. William Krenik; 2. Thomas Mertl; 3. Sean Valentine; 4. Tom Smith; 5. Kurt Torbenson.

VET A: 1. Dana Hunt; 2. Bill Engstrom; 3. Brian Otto.

VET B: 1. John DeOtis; 2. Doug Stacklie.

VET C: 1. Doug Studanski; 2. Brian Cole; 3. William Krenik; 4. A.J. Kazlauskas; 5. Rick Lambrect.

SR 40+: 1. John Tieden; 2. Jerry Bumgardner; 3. Gary Schildgen; 4. Allen Staige.

SR 50+: 1. Jim Denevan; 2. Keith Roberts; 3. Kenneth Corrin.

WMN: 1. Shelly Kann; 2. Amy Groth.

125 A: 1. Chris Bense; 2. Jason Kempel; 3. Heath Voss; 4. Eric Metzger; 5. Pat Ready.

125 B: 1. Nick Nenow; 2. Kyle Moon; 3. Lee Theis; 4. David Spizman; 5. Jamison Day.

125 C-1: 1. Rick Smith; 2. Leon Larock; 3. Kyle Spilde; 4. Justin Peterson; 5. Gary Sheldon.

125 C-2: 1. Shawn Wehlage; 2. Steve Bechel; 3. Bill Schildgen; 4. Chris Schildgen; 5. Ryan Peter.

250 A: 1. Jason Kempel; 2. Chris Bense; 3. Bryan Hunt; 4. Heath Voss; 5. Kyle Love.

250 B: 1. Mike Clark; 2. Nick Nenow; 3. Al Novotny; 4. Matt Ludescher; 5. Glen Novotny.

250 C-1: 1. Jerome Hagen: 2. Jeff Ascher: 3. Tom Smith; 4. Tim Larsen; 5. Tim Bjornson.

250 C-2: 1. Keith Danielson; 2. Doug Studenski; 3. Steven Mitchell; 4. Tony Hauer; 5. Tom Mentz.

OPEN A: 1. Bill Engstrom.

OPEN C: 1. Tom Stohl; 2. Mark Wannarka.

Oxley, Schwartz gather Costa Mesa Speedway wins

By M. Sober
Photo by Jim Thorn

COSTA MESA, CA, APR. 15

It was a night for champions at Costa Mesa Speedway as 1987 U.S. National Champion Brad Oxley came from the back of the pack to win the Handicap main, while two-time National champ Bobby Schwartz claimed the top spot in both the Scratch Main and the Championship Challenge.

In the Scratch main event, Schwartz continued the pattern he had set in his earlier Scratch heat and semi-final. He out-gated and out-rode his competition. Schwartz started the main on the pole with Charlie Venegas to his right, followed in order by last week's winner Josh Larsen, Brad Oxley and Brent Werner. Schwartz got the best start off the line but had to contend with Larsen as the pack reached the first turn. Larsen had the disadvantage of being on the outside and it cost him as the two leaders came together, forcing him to straighten up and thus removing any chance he had of coming out with a victory. Oxley, coming out of the fourth slot, dropped down to the pole quickly and into second place as the group headed down the back straight. Venegas stayed right on Oxley's tail and Werner did the same, trying in vain to find traction on the outside line. At the flag, Schwartz won by a couple of bike lengths with Oxley and Venegas in tow. Werner and a tired Josh Larsen rounded out the field in that order.

In the Handicap feature, Oxley came from the 50-yard marker with lone 20-yarder Jerry Black setting the early pace only to have the race restarted when 30-yarder Eddie Castro made contact with Black's rear tire and ended up prone on the track. Werner had no place to go and found himself using Castro's bike as a jump ramp, flying through the air but landing unscathed. As the race got back underway, Black once again had the lead with Venegas coming from the 40 to fall in behind him. Venegas went to the outside to get around Black, but by lap four had actually lost ground and was passed by Oxley, Schwartz and Hicks. As soon as Oxley got past Venegas, he placed his Russell Racing/White Bros./Gary Hicks Racing/NJK Weslake right behind the less-experienced Black, and waited. Oxley's patience was rewarded as Black slid off the groove on the last lap. Schwartz also flew past Black and in doing so bumped him a little, causing Black to spin out. Oxley led Schwartz, Venegas, Rob Pfetzing and Gary Hicks across the finish line for the win.

Visiting Northern California rider Kelly Bennett won the Support A main while John DeFriez topped the crash-filled Support B class. The team of Steele and Stewart won the Sidecar main event.

Results

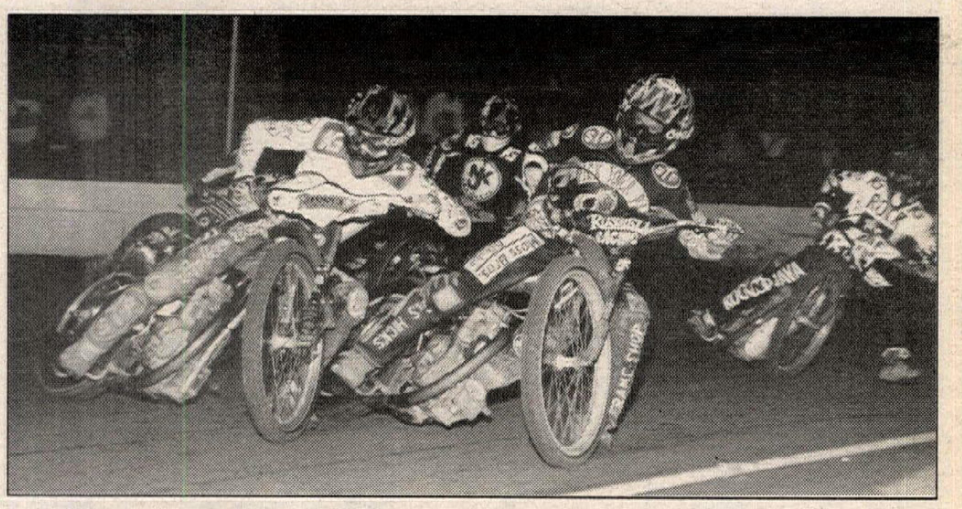
SCRATCH: 1. Bobby Schwartz (Wes); 2. Brad Oxley (Wes); 3. Charlie Venegas (Jaw); 4. Brent Werner (Jaw); 5. Josh Larsen (Wes).

HDCP: 1. Brad Oxley (Wes); 2. Bobby Schwartz (Wes); 3. Charlie Venegas (Jaw); 4. Rob Pfetzing (Wes); 5. Gary Hicks (Wes).

SUP A: 1. Kelly Bennett (Wes); 2. Randy Skinner (Jaw); 3. Mike Reed (Wes); 4. Mitch Hall; 5. Joe Erhardt (Jaw).

SUP B: 1. John DeFries (Wes); 2. Mike Boyle (Jaw); 3. Bo Levindowski; 4. Danny Jones (Wes); 5. Scott Rousseau (Wes).

SDCAR: 1. Steele/Stewart; 2. Gardner/Lynch; 3. Lewis/Macy; 4. Matherson/Leeder.



(Above) Bobby Schwartz (right) halted Josh Larsen's (left) Scratch main win streak at Costa Mesa Speedway. (Below) Sherman Vandeman (36) scored back-to-back moto wins for the overall victory in the 125cc Beginner class at the Perris Raceway MX.

Vandeman victorious at Perris Motocross

By Tony Alessi

PERRIS, CA, APR. 16

Sherman Vandeman smoked to a double-moto victory in the 125cc Beginner class during GFI Super Saturday MX at Perris Raceway.

Vandeman showed his speed right from the get-go by leading the opening lap of the first 125cc Beginner moto. Gordon Keller was quick to move into second but was a bit suprised by a couple of girls who moved into the top five and began to challenge him for the runner-up position. Those girls were Jodi Hollow and Tami Rice, who together were making the boys a bit nervous up at the front of the field.

As the race wore on, Vandeman opened a huge lead and went on for the moto win. Keller crashed hard over a tabletop and ended up a dissapointing 12th. The girls finished fourth, fifth and sixth, respectively, with Hollow getting the fourth position followed by Rice and Erin Donnelly, who was riding faster then ever. Dean Shaw and Kyle Baird battled for second right up to the finish line with Shaw getting the checkered flag first.

Vandeman simply walked away with the second-moto win. Baird looked good all moto long for second while Keller, Shaw and Hollow rounded out the top five.

Jerry Jetton returned from a one-year layoff to top the 25+ Amateur class. Jetton rode with the same unique form which earned him a number of victories during the 1991-1992 race season, easily winning his first moto over Jay Povlovec and Ken Faught. But the second moto was a bit more difficult for Jetton, as he mistakenly started on the wrong gate. Jetton came from nearly a lap down to pass Faught with two laps to go. When the checkered flag waved, Jetton had the moto and overall victories. Pavlovec slipped past Faught for second.

Results

50 BEG: 1. Ryan McClintock (Yam); 2. Justin Sommers (Yam); 3. Steve Martinez (Yam).

50 S/STK NOV: 1. Travis Seals (Yam); 2. Justin Sommers (Yam); 3. Steven Brewis (Yam); 4. Steve Martinez (Yam); 5. Kyle Jeffries (Yam).

50 MOD NOV: 1. Justin Sommers (Yam); 2. Steven Brewis (Yam); 3. Kyle Jeffries (Yam).

60 BEG: 1. Garrett Taylor (Kaw); 2. J.J Hall (Kaw); 3. John Lehmann (Kaw); 4. Tyler Brunnelle (Kaw); 5. Braden Larson (Kaw).

60 NOV: 1. Joe Anderson (Kaw); 2. Derrick McClintock (Kaw).

80 BEG: 1. Cory Williams (Yam); 2. Danny Pettingill (Yam); 3. Garrett Taylor (Kaw); 4. Derrick McClintock (Kaw); 5. Corey Taylor (Yam).

80 NOV: 1. Randy Clark (Yam).

80 B/W: 1. Cody Shields (Kaw).

125 BEG: 1. Sherman Vandeman (Kaw); 2. Kyle Baird (Suz); 3. Dean Shaw (Hon); 4. Jodi Hollow (Suz); 5. Erin Donnelly (Suz).

125 NOV: 1. Chris Packwood (Kaw); 2. Craig Monty (Suz); 3. David Eychaner (Suz); 4. Scott Lockwood (Suz).

125 INT: 1. Eric Schnell (Suz); 2. David Hughes (Suz); 3. Mike Battista (Kaw).

125 PRO: 1. Greg Schnell (Suz); 2. Ray Hensley (Hon); 3. Larry Linkogle (Hon).

250 BEG: 1. Todd Blackman (Kaw); 2. Ryan Banford (Hon); 3. Les Holland (Hon); 4. Travis Ogburn (Kaw); 5. Scotty Larson (Suz).

250 NOV: 1. Bret Milan (Yam); 2. David McCown (Hon); 3. Jay Povlovec (Yam); 4. David Eychaner (Suz).

250 INT: 1. Steve Cox (Hon); 2. David Hughes (Suz).

250 PRO: 1. Billy Mercier (Yam); 2. Craig Canoy (Kaw); 3. Terry Fowler (Kaw).

500 PRO: 1. Dave Ondas (Kaw); 2. Ed Redman (Hon).

25+ AM: 1. Jerry Jetton (Suz); 2. Jay Povlovec (Yam); 3. Ken Faught (Hon); 4. Scotty Larson (Suz); 5. Charles Gonzalez (Suz).

(Above) Greg Schnell (241) was caught and passed by 125cc Pro overall winner Joel Albrecht at the Sunrise Valley Raceway MX. (Below) Kevin Varnes (57) beat Georgie Price (71) for the Sportsman main event win at the Trail-Way Speedway short track.

30+ AM: 1. Andrew Smith (Suz); 2. David Holland (Yam); 3. Jeff Scott (Hon); 4. Gary Harada (Yam); 5. Tom Thompson (Hon).

30+ PRO: 1. Jim Henn (Kaw).

30+ MSTR: 1. Ken Erb (Kaw); 2. Randy Skinner (Suz); 3. Bill Erb (Kaw); 4. Joel Seals (Suz); 5. Brian Allen (Suz).

35+ AM: 1. Ty Larson (Hon); 2. Tony Parsons (Yam); 3. Mark Moore (Suz); 4. John Chambers (Suz); 5. Greg Whitfield (Hon).

40+ MSTR: 1. Don Wallingsford (Kaw); 2. Marino Bastionell (Suz); 3. Chuck Minert (Hon); 4. Tony Parsons (Yam).

Albrecht all right at Adelanto Motocross opener

By Scott Hoffinan

ADELANTO, CA, APR. 17

When the dust finally settled in the 125cc Pro class, Yamaha test rider Joel Albrecht took home the cash during the opening round of CMC's Sunstar Sprockets Spring Classic Nationals MX at Sunrise Valley Raceway.

The opening round kicked off the six-round series that will cover both north and south regions; the final two rounds are combined to determine the series champs.

In the first moto, Greg Schnell took the lead position early on with new Pro, Jeff Willoh, and Joel Albrecht trailing. Willoh was on the gas during the opening laps as he started to move in and challenge for the lead. The battle for the top position started to heat up, but before it could boil, Willoh started to lose steam.

"The pace was a little faster, and I started to get tired." Willoh said. "Those guys are a lot more aggressive then I am used to; you can never let up."

Willoh started to fall back as Schnell started to pull away from the field. With the laps starting to wind down, a race for the runner-up spot began to emerge. Albrecht and Jeff Pestana were hot on Willoh's tail as the three riders railed the fast sand track. Willoh was able to hold off the charge, however, and at the finish it was Schnell, Willoh and Albrecht.

In moto two, it was a race not between riders, but a race to see who could stay on the track. Albrecht grabbed the early lead as Schnell and Bader Manneh trailed. Schnell quickly moved into the lead during the opening lap, but before he could savor being there, he went down on the second lap. Albrecht was now in the lead, with Manneh pulling in to challenge until his bike blew a crank.

At the halfway point it was Albrecht, Casey Johnson, and Pestana. Johnson was hot on the trail of Albrecht until Mother Nature took over: a gust of wind blew banners into Johnson, forcing him to pull over briefly. Johnson quickly regained his composure to re-pass Chad Smanjak, who went off the track and got stuck in the mud, and Willoh. Johnson moved in to challenge Pestana for second, but time had run out. When it was all over, Albrecht had the moto win and the overall, with Pestana and a disappointed Johnson trailing.

Results

P/W BEG: 1. Jeff Christy (Yam); 2. James Baker (Yam); 3. Andrew Petrie (Yam); 4. Dave Jackson (Yam); 5. Jacob Poole (Yam).

P/W JR: 1. Sean Collier (Yam); 2. Ricky Hemme (Yam).

P/W MOD: 1. Sean Collier (Yam); 2. Joey Christy (Yam); 3. Giovanni Filippone (Yam).

60 (0-8); 1. Joey Christy (Kaw); 2. James Baker (Kaw); 3. Ryan Couse (Kaw).

60 (9-11): 1. Dylan Lord (Kaw); 2. Kyle Macie (Kaw); 3. Ross Garcia (Kaw).

80 BEG: 1. John Sanders (Suz); 2. Morty Memithew (Suz); 3. John Granlund (Yam); 4. Jason Clark (Kaw); 5. Sammy Filippone (Yam).

80 (7-11): 1. Sean Hamblin (Yam); 2. Justin Mace (Suz); 3. Justin Vaughn (Kaw);4. Ross Garcia (Suz); 5. Kyle Macie (Suz).

80 (12-16):1. Josh Tarantino (Yam); 2. Doug Parsons (Suz); 3. Jiri Dostal (Suz); 4. Jerry Almen (Yam); 5. Robby Couse (Suz).

125 BEG: 1. Richard Kingham (Kaw); 2. Mike Hipson (Hon); 3. Dennis Woodard (Suz); 4. Jason Dubin (Suz); 5. Jason Coleman (Suz).

125 JR: 1. Guy Giffin (Yam); 2. Eric Helma (Suz); 3. Tony Green (Kaw); 4. Clint Shepard (Suz); 5. Jason Wood (Suz).

125 INT: 1. Travis Preston (Yam); 2. Angelo Ingrande (Hon); 3. Scott Johnson (Suz); 4. Eric Schnell (Suz); 5. Eric Wright (Suz).

125 PRO: 1. Joel Albrecht (Yam); 2. Jeff Pestana (Hon); 3. Jeff Willoh (Kaw); 4. Chip Rotan (Kaw); 5. Damon Kemp (Yam).

250 BEG: 1. Scot Pemberton (Yam); 2. Trigger Gumm (Hon); 3. Eric Hameister (Yam); 4. Jason Omandon (Yam); 5. Todd Sayles (Yam).

250 JR: 1. Andy Anaya (Yam); 2. Brad Schultz (Suz); 3. Anthony Hadsall (Hon); 4. Danny Woodard (Kaw); 5. Pete Roles (Suz).

250 INT: 1. Travis Preston (Yam); 2. Turtle Wikoff (Yam); 3. Lance Johnson (Kaw); 4. Ron Gilbert (Yam); 5. Mark Desch (Yam).

250 PRO: 1. Billy Mescier (Yam); 2. Jeff Pestana (Hon); 3. Jimmy Lavorci (Kaw);4. Casey Johnson (Kaw); 5. Tony Sulek (Suz).

500 AM: 1. Dave Westfall (Hon); 2. Carl Gazaty (Hon); 3. Rick Hansen (Hon); 4. Ron Wade (Kaw).

UTH AM: 1. Guy Giffin (Yam); 2. Merl Hammer (Yam); 3. Scott Hoffman (Yam);4. David Lynch (Hon); 5. Steve Lawler (Yam).

UTH MSTR: 1. Ron Gilbert (Yam); 2. Gary Sailors (Suz); 3. Jon Zahrt (Yam); 4. Gregg Young (Suz); 5. Lance Johnson (Yam).

VET BEG: 1. Randle Lippe (Yam); 2. Jim Blankenship (Kaw); 3. Jim Daniels (Kaw);4. Ron Wade (Kaw); 5. J.J. Harris (Suz).

VET JR: 1. Chris Craft (Suz); 2. Michael Carr (Hon); 3. Greg Hayward (Yam); 4.Jim Oreal (Hon); 5. Jim Benette (Hon).

VET INT: 1. David Lynch (Hon); 2. Eric Basinger (Yam); 3. Steve Lawler (Yam); 4. Mark Stroup (Yam); 5. Scott Wilkinson (Hon).

VET MSTR: 1. Jon Zahrt (Yam); 2. Gregg Young (Suz); 3. Gary Jones (Yam); 4. David Sarian (Yam); 5. Kenny Zahrt (Yam).

VET PRO: 1. Billy Frank (Yam); 2. Terry Fowler (Suz); 3. Brian Vargus (Kaw); 4. Bader Manneh (Suz); 5. Tom Deinn (Yam),

OT AM: 1. Bob Archer (Yam); 2. Rich Hanson (Hon); 3. Mark Cook (Yam); 4. WG Wilson (Suz); 5. Richard Anaya (Yam).

OT MSTR: 1. Gary Jones (Yam); 2. Jef Harriott (Yam); 3. Carl Gayafy (Hon); 4. Jim O'Neal (Hon); 5. Gregg Humber (Hon).

SDCAR: 1. Jeff Anders/Paul Simson (ELM); 2. Mitch Hiniken/Dustin Hiniken (KTM); 3. Richard Myers/Bill Edler (Hon); 4. David Hersey/Bany Buyart (ELM); 5. Jason Kerbs/Brian Pinard (Hon).

Varnes tough at Trail-Way ST

By Len Breech
Photo by Ben Breech

HANOVER, PA, APR. 9

With a new National number on the front of his bike, Kevin Varnes went on an early season tear, taking both the Sportsman and 600cc Pro finals for the second-straight event as Trail-Way Speedway switched to night races.

As he had done the previous night, Varnes beat Georgie Price in both races. In the Sportsman class, Varnes used his J&M Frames/KTM-sponsored KTM to lead Price for the entire distance, while in the 600cc Pro class, he only led the final lap on his Penn State Cycle/Lancaster H-D/KK/ West's Cycle Shack-sponsored Rotax. In the Pro final, Price jumped out in front of Kevin Varnes, Mike Varnes and Mike Hacker. During the entire final, Kevin Varnes shadowed Price's every move, and as they came off the second turn on the final lap, he took the lead. Coming off turn four, Price tried to power around the outside but got into a nasty tankslapper, luckily injuring only his pride.

Another repeat winner from the March opener was Warren Diem in both the 600cc A and Veteran classes. Diem put his Diem's Cycle/Fisher's Cycle/McGrane Racing-sponsored Honda in front of the 600cc A class with Jim Hollister, Phil Libhart and Nick Taylor trailing. While Diem stayed a few lengths in front, Hollister and Libhart traded bobbles in the turns, with Hollister ending up in second at the checkered flag. In the Veteran final, Hollister took the lead from Diem, Lowell Wherley and Jim Chapman but his lead was short-lived, with Diem moving into first on the third lap. Hollister stayed close to Diem but was not able to pass for the win.

Brian Phillips and Jared Mees also repeated with wins in the two 50cc divisions. Tom Skethway won the 200cc class, and Barry Eveslin topped the 600cc B final.

Results

600 B: 1. Barry Eves (Yam); 2. Michael Wilson (Rtx).

S/SR 40+: 1. Joe Gately (Tri); 2. Wayne Franklin (Hon); 3. Tony John (Yam).

600 A: 1. Warren Diem (Hon); 2. Jim Hollister (Rtx); 3. Phil Libhart (Rtx); 4. Paul Lynch (Rtx); 5. Lowell Wherley (Rtx).

50 (4-6): 1. Brian Phillips Jr. (Yam); 2. Michael Brown (Yam); 3. Jeff McManus (Yam); 4. Dusty Diem (Yam); 5. Daniel Marcocci (Yam).

50 (7-8): 1. Jared Mees (Itj); 2. Ben Glisson (Yam); 3. Jason Isennock (Yam); 4. Danny Guiseppe (Yam); 5. Zach Calcutt (M-M).

250 B: 1. Mike Lloyd (Hon); 2. Ted Trey (Hon); 3. Tim Eades (Hon); 4. Tim Russell (Suz); 5. Ed Hyde (Yam).

65: 1. Corey Hormes (Kaw); 2. Bryan Buono (Hon); 3. Rob Reynolds (Kaw).

250 A: 1. Paul Lynch (Hon); 2. Mike McKee (Suz); 3. Rusty Eves (Yam); 4. Ace Phillips (Hon); 5. Vernon Caldwell (Hon).

85: 1. Jake Johnson (Hon); 2. Donnie Mullen (Suz); 3. Ben Miller (Yam); 4. Joey Zydinsky (Hon); 5. Corey Hormes (Hon).

750: 1. Randy Shank (H-D); 2. Joe Gately (Tri).

VET 30+: 1. Warren Diem (Hon); 2. Jim Hollister (Rtx); 3. Lowell Wherley (Rtx); 4. Jim Chapman (Rtx); 5. Mike Lloyd (Rtx).

SPTSMN: 1. Kevin Varnes (KTM); 2. Georgie Price (Rtx); 3. Mike Hacker (Rtx); 4. Mike Varnes (Rtx); 5. David Lloyd (Hon).

200: 1. Tom Skethway (Hon); 2. Brody Miller (M-V); 3. Will Russell (Suz); 4. Brandon Kresger (Yam).

600 PRO: 1. Kevin Varnes (Rtx); 2. Mike Varnes (Rtx); 3. Mike Hacker (Rtx); 4. David Lloyd (Hon); 5. Robert Miller (Rtx).

Walker runs away with Echeconnee Motocross

By Joe Casey

MACON, GA, APR. 10

Kevin Walker made the drive down from Virginia worthwhile by winning three out of a possible four Pro motos at round five of the Southeastern MegaSeries at Echeconnee MX. Bad starts in both 250cc motos forced Walker and his Yamaha backed by Kingsport/Gear/Scott/Pro-Action/Barr's Competition Yamaha to come through the pack. While Walker won the second moto, he had to settle for fourth place after a first-moto crash. With Walker down in moto one, that was one less rider that leader Tommy Martin had to fight off, but Yamaha-mounted Earl May stole the win in the later stages of the race.

May and Martin would do battle together again in the 25+ A class, but it was the same old story with May winning the tie-breaker moto to give him three overall wins. Dwayne Bone put his Honda near the front in both motos and secured third place money.

In the first 125cc A moto, Walker and Martin were again the center of attention. They would battle to the end, with Walker taking the moto win over Martin, and Andre Pene crossing the line third. In moto two, Bone rose to Walker's challenge and they went nose to tail all the way to the checkered flag. With about two laps to go, Walker found a place where he could pass only to be repassed by Bone on the next straightaway. In the final turn, a long whooped-out sweeper, Walker dove to the inside and somehow turned a bad line into a pass. They crossed the finish line side by side with Walker ahead by about a wheel length

Shae Bentley led both motos of the Senior Mini class from start to finish. In the first moto, Bentley's teammate, Matt Walker, charged through the pack after an early-race crash. Near the midway point, Walker had run down Nick Citron. Not only did Walker move past Citron, he then set off after Bentley, but time ran out. Bentley scored the win over the faster-riding Walker.

In moto two, Bentley ran away and hid from the field while Citron was haying another good outing in second until he tasted the sand, cementing the moto win and overall victory for Bentley.

Results

P/W (4-6): 1. Kyle Orr (Yam); 2. Ryan Wooden (Yam); 3. Jordan Orley (Yam); 4. Jesse Luttrell (Yam); 5. Jake Grims (KTM).

P/W (7-8): 1. Jason Wood (Yam); 2. Rob Wooden (Yam); 3. Ryan Northey (Yam); 4. Chase Jones (Yam); 5. Zackary Lundy (Yam).

JR CYCLE: 1. Josh Sumney (Kaw); 2. Josh Faustino (Kaw); 3. Chaz Northey (Kaw); 4. Michael Sizemore (Kaw); 5. Matt Beatty (Kaw).

JR MINI: 1. Robert Farnell (Yam); 2. Jeff Gibson (Kaw); 3. Joshua Sumney (Kaw); 4. Jonathan Rhodes (Kaw); 5. Josh Faustino (Kaw).

80 D: 1. Jon Monk (Hon); 2. Zenith Denley (Suz); 3. Casey Bullington (Suz); 4. Robby Mullis (Kaw); 5. Tinner Jones (Yam).

SR MINI: 1. Shae Bentley (Kaw); 2. Jason Thomas (Kaw); 3. Jake Morris (Yam); 4. Nick Citron (Yam); 5. Matt Walker (Kaw).

SCHBY: 1. Christopher Bailey (Kaw); 2. David Dishman (Suz); 3. Jon Boruff (Hon); 4. Darren McElhatton (Suz); 5. Jason Thomas (Kaw).

U/L AM: 1. Rod Stuckey (Kaw); 2. Stacy Barnett (Hon); 3. Jacob Dombrosky (Suz); 4. Clark Stiles (Hon); 5. Tracy Barnett (Hon).

125 D: 1. Barry Stanley (Kaw); 2. David Nelson (Suz); 3. Luke Montgomery (Suz); 4. Robby Buse (Kaw); 5. Jery Clark (Suz).

125 C: 1. James Joiner (Hon); 2. Jason Sain (Hon); 3. Kurt Sims (Kaw); 4. Frank Boston (Kaw); 5. Rodney Wise (Suz).

125 B: 1. Jason Sybert (Kaw); 2. Jarrett Tipping (Suz); 3. Buzz Dyer (Hon); 4. Tracey Barnett (Hon); 5. Chad Anderson (Kaw).

125 A: 1. Kevin Walker (Yam); 2. Dwayne Bone (Hon); 3. Andre Pene (Suz); 4. Ryan Reynolds (Hon); 5. Patrick Hizel (Hon).

250 D: 1. Richard Hilliard (Hon); 2. David Manchester (Hon); 3. Heath Hamrick (Hon); 4. David Nelson (Suz); 5. Bryan Woods (Suz).

250 C: 1. Jason Wasdin (Hon); 2. Bobby Richards (Kaw); 3. Kurt Sims (Kaw); 4. Rusty Roberts (Yam); 5. Chris Denney (Kaw).

250 B: 1. Stacey Barnett (Hon); 2. James Tippin (Suz); 3. Rod Stuckey (Kaw); 4. Joseph Silcox (Hon); 5. Kris Swaney (Hon).

250 A: 1. Earl May (Yam); 2. Tommy Martin (Hon); 3. Dwayne Bone (Hon); 4. Kevin Walker (Yam); 5. Ricky Palmer (Hon).

OPEN AM: 1. Ron Jones (Hon); 2. Jim Sparks (Hon); 3. Donny Banks (Hon); 4. John Trissel (Hon); 5. Robby Neal (Kaw).

25+ C: 1. Bobby Richards (Kaw); 2. Chris Morgan (Yam); 3. Jeff Tomlinson (Hon); 4. John Kiley (Suz); 5. Bobby Rhoads (Hon).

25+ B: 1. Larry Sparks (Hon); 2. Jonny Borders (Kaw); 3. John Lundy (Hon); 4. Tim Stokes (Yam); 5. Steve Dumold (Yam).

25+ A: 1. Earl May (Yam); 2. Tommy Martin (Hon); 3. Mark Crozier (Hon); 4. Kevin Knight (Hon); 5. Ronald Dobbs (Hon).

30+ C: 1. John Kiley (Suz); 2. Woody Strickland (Yam); 3. Rusty Roberts (Yam); 4. Joey Singleton (Hon); 5. Warner Wilbourne (Kaw).

30+ B: 1. John Lundy (Hon); 2. Gary Graham (Hon); 3. Tim Stokes (Yam); 4. Glenn Bates (Kaw); 5. Joe Williams (Suz).

30+ A: 1. Earl May (Yam); 2. Ross Johnston (Hon); 3. Kevin Knight (Hon); 4. Rob Jones (Hon); 5. Ricky Palmer (Hon).

40+: 1. Steve Lewis (Yam); 2. Woody Strickland (Yam); 3. Kenny Hall (Hon); 4. Rick Oxley (Hon); 5. Warner Wilbourne (Kaw).

48+: 1. Terrell Welborn (Suz); 2. Eugene Goode (Suz).

Keech catches fire at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, APR. 16

Marc Keech was a force to be reckoned with during the fourth week of the Starwest Season Opener Series, but it was an uphill battle all the way with the Suzuki rider on the gas in both motos to take the overall win in the 30+ Novice class.

In the first moto, Mike Dunlap rounded the first turn in the lead position, but railing the outside line just behind him was Keech, who grabbed a handful of throttle, launched off the big tabletop and passed Dunlap on the back straightaway. Dunlap wasn't going to let him

get away and stayed on his rear fender for the next few corners until Jim Stentz passed Ken McCann, Jon Nixon and also Dunlap to catch sight of Keech. This prompted Stentz to turn up the wick on his CR500.

Stentz began to reel in Keech as they both passed the scoring tower on the white-flag lap. Keech managed to hold off the hard-charging Stentz for the first moto win.

Moto two saw another Dunlap holeshot, while this time Keech was buried in mid-pack with McCann, Cornell Canter and Stentz right behind the leader. But Keech had the fire of desire burning brightly and quickly broke free of the pack, then moved up into third on the back straightway. By the end of the first lap, Keech was running second and closed quickly, but this time Dunlap was putting up a fight, successfully blocking the Suzuki rider corner after corner. Keech continued to stick a wheel in on Dunlap, but the KX rider refused to be intimidated and held onto the lead. Keech next tried to outpower Dunlap down the back straight, and for a brief moment was actually in the lead, but Dunlap was in possession of the fast inside line. As the pair exited "Blindman's Bend", Dunlap was still in the point position.

Dunlap pulled off a letter-perfect block pass when Keech powered by on the outside of a 180-degree corner, but Keech came back with a vengeance and powered by Dunlap again in the "Snake Pit." Keech took the white flag in the lead, with Dunlap tiring and Nixon closing the gap. Keech then had company in the form of Nixon, who chased him from the white flag to the checkered, with Dunlap a half-dozen bike lengths back in third. When the results were posted, it was Keech with a perfect 1-1 score followed by Nixon, who edged out Dunlap. Canter and McCann made the top five complete.

Results

P/W BEG: 1. Hollis Lusk (Ita); 2. Jason Medina (Yam); 3. Justin Workman (Yam); 4. Andrew Petrie (Yam); 5. Dustin Hendges (Yam).

P/W STK A: 1. Chad Munn (Yam).

P/W STK B: 1. Donald Challar (Yam); 2. Andrew Nason (Yam); 3. Kyle Foltz (Yam); 4. Carlos Gonzalez (Yam); 5. Tyler Willis (Yam).

P/W STK: 1. Cale Wallace (Yam); 2. Daniel Taft (Kaw); 3. Ricky Oliver (Yam); 4. J.R. Williams (Yam).

P/W MOD: 1. Tommy Cochran (Yam).

P/W MOD: A: 1. Chad Munn (Yam).

P/W MOD B: 1. Kyle Foltz (Yam); 2. Justin Sommers (Yam).

60 (6-8): 1. Cale Wallace (Kaw); 2. Daniel Taft (Kaw); 3. Justin LaVoie (Kaw); 4. Joshua Brown (Kaw); 5. Ricky Oliver (Kaw).

60 (9-11): 1. Jason Ciarletta; 2. Chris Rogers (Kaw); 3. Daton Beavers (Kaw); 4. Derrick McClintok (Kaw); 5. Nick Wells (Kaw).

80 (0-11): 1. Scott Nelson (Suz); 2. Chris Rogers (Suz); 3. Jason Ciarletta (Suz); 4. John Hopkins (Kaw).

80 (12-13): 1. Tyson Taylor (Yam); 2. Tim Langdon (Kaw); 3. Michael Sleeter (Kaw).

80 (14-16): 1. Danny Carlson (Kaw).

80 (12-16) BEG: 1. Chris Llewellyn (Suz); 2. Cory Williams (Yam); 3. Chad Schmidt (Kaw); 4. Andy Rasmussen (Yam); 5. Shawn Scoff (Suz).

125 BEG: 1. Cory Gibbons (Yam); 2. Dan Farrar (Suz); 3. Jaime Clabaugh (Yam); 4. Danny Mildsav Jevic (Hon); 5. Justin Scott (Suz).

125 NOV: 1. Rob Anderson (Yam); 2. Erik Helma (Suz); 3. Josh Fink (Yam); 4. Brian Brown (Suz); 5. Eddie Legliu (Kaw).

125 INT: 1. Dean Van Riper (Kaw); 2. Harlan Arnett (Hon).

250 BEG: 1. Peter Jenkins (Hon); 2. Willie Warburton (Suz); 3. Jeff McMillen (Yam); 4. Ken Wooton; 5. Dennis Gallagher (Yam).

250 NOV: 1. Pierre LaQuerre (Hon); 2. Pete Roles (Suz); 3. Dwight Rader (Kaw).

250 PRO: 1. Shay Fretwell (Hon); 2. Matt Fondie (Kaw).

25+ BEG: 1. Scott Davis (Hon); 2. Rob Morel (Yam); 3. Kurt Adair (Yam); 4. Jermaine Calhoun; 5. Dave Czerwinski (Yam).

30+ BEG: 1. T.C. Brinegar (Hon); 2. Jim Underwood (Hon); 3. Dennis Gallagher (Yam); 4. Ron Bates (Hon); 5. Mike Jackson (Yam).

30+ NOV: 1. Marc Keech (Suz); 2. Jon Nixon (Kaw); 3. Mike Dunlap (Kaw); 4. Cornell Canter (Kaw); 5. Ken McCann (Kaw).

30+ INT: 1. Tony Feldhaus (Hon); 2. Skip Godinez.

40+ NOV: 1. Ray Simmons (Suz); 2. Kenneth Hodsdon (Kaw).

McDonalds, Oldham sweep GIR Road Race

Story by Mary Hewitt

EAST ST. LOUIS, IL, APR. 10

Sam McDonald, riding the K&N Racing II entry in the Heavyweight class, and Phil McDonald, riding the K&N Racing entry in the Mediumweight class, won their divisions in the season's first I-44 Challenge Series race at Gateway International Raceway.

In the Heavyweight class, Jeff Kramer got the holeshot closely followed by Sam McDonald, who quickly took the lead but couldn't shake Kramer until an errant contact lens forced Kramer to hand off the L.A. Racing entry on the seventh lap. The two teams had built a 15-second lead by that point which McDonald continued to stretch; he began lapping riders in less than 10 minutes.

The battle looked like it was going to be for second overall. However, after some dicing early on with L&L Racing, Team Excel, and K&N's Phil McDonald, Probst Brothers Racing's Matthew Winnacker moved into second place. Winnacker finessed the corners and powered down the straights to widen the gap between second and third.

The hot contest shifted to third place overall with Phil McDonald, who was leading the Mediumweight class, Team Excel and L&L Racing in contention. McDonald prevailed, taking first in the class and third overall. Team Excel fell back to fifth after a failed attempt to pass L.A. Racing on the inside in turn seven. L.A. was then out of the race, with L&L, on a Honda 600, moving into a firm fourth place overall.

At the finish, Sam McDonald (K&N II) held a 20-second lead. B&D Racing ran smooth and strong, completing the first six places and fininshing third in class.

Results

I-44 Challenge

H/W: 1. K&N Racing II (Yam); 2. Probst Brothers Racing (Suz); 3. Team Excel (Kaw); 4. Atomic Racing (Suz); 5. Ballez Racing (Hon).

M/W: 1. K&N Racing (Yam); 2. L&L Express (Hon); 3. B&B Racing (Hon); 4. Smith & Jessen Racing (Hon); 5. Moose Racing (Hon).

100K

H/W S/BK: 1. Mark Oldham (Suz); 2. Matt Winnacker (Kaw); 3. Troy Barker (Suz); 4. Charles Pennington (Suz).

H/W PROD: 1. James Speelman (Suz); 2. Jay Hollman (Kaw).

M/W S/BK: 1. John Sommer (Hon); 2. Larry Harris (Hon)

M/W PROD: 1. Jim Taylor (Hon); 2. Terry Wilburn (Hon); 3. Gary Schafer (Hon); 4. Darcy Parks (Hon).

L/W: 1. Jim Dominique (Hon); 2. Chuck Pass (Hon); 3. Michael Snell (Yam); 4. Walter Bass (Yam).

SCHL: 1. Fred Garcia (Yam); 2. Joe Cundall (Yam); 3. Mike Fruitt (Yam); 4. Shawn Barndt; 5. Perry Guard (Suz).

Graves, McDonald rail Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, APRIL 16-17

Chuck Graves logged his first Toyota Cup Unlimited Road Race by Budweiser Formula-One victory of the 1994 season during the fourth round of Willow Springs Motorcycle Club racing action at Willow Springs International Raceway.

Graves' victory came on a day when Paul Harrell, who had won every Formula-One race at Willow Springs this season, was absent from competition in that class.

Wasting no time off the line, Graves took the early race lead on his Valvoline/Suzuki-sponsored GSXR1100 and was never challenged during the 14-lap event. Two laps into the race, Mark McDonald emerged from a four-rider group to move into second. A lap later, Brad Hazen moved himself into third. No changes occured in the top three for the next eight laps. Then McDonald began to slow his pace, and as he passed his pit crew at the end of lap 10, he was pointing down at his rear tire. Sure enough, a lap later on the front straight, Hazen closed up rapidly on McDonald and passed him. The remainder of the race saw McDonald struggle with deteriorating traction from his rear tire. But he managed to retain his third place spot, despite a hard-charging pair of Yamaha TZ250s coming up from behind ridden by Michael Montoya and Jason Paden. At the line, Graves took an easy win with Hazen second and McDonald hanging on to finish third.

The Maxima Racing Oil Formula-Two race was a hotly contested shootout from the drop of the green flag to the checkered. Jumping off the line to take the race lead was Michael Montoya followed directly by Mark McDonald. Rounding turn two on the first lap, McDonald got around the inside of Montoya to take over the lead with his Yamaha TZ250. This set the tone of the entire race as these two riders continued to battle for the lead over the next ten laps.

On lap five, McDonald and Montoya suddenly had company as Jason Paden was twisting the throttle on his Yamaha TZ250 in an effort to catch the leaders. His efforts to move up to the front of the pack saw Paden come very close to setting a new Formula-Two lap time record for Willow Springs. Despite his best efforts, Paden was unable to catch McDonald and Montoya.

Starting the final lap of the race, both riders were running side by side down the front straight. Montoya emerged with the lead out of turn one and continued to hold the lead until turn eight where he was once again challenged by McDonald. Montoya held him off, but after rounding turn nine, they were side by side once again. It was a photo finish at the line, with the victory being awarded to McDonald over Montoya, in second. Third place went to Paden.

Results

F-1: 1. Chuck Graves (Suz); 2. Brad Hazen (Duc); 3. Mark McDonald (Yam); 4. Michael Montoya (Yam); 5. Jason Paden (Yam).

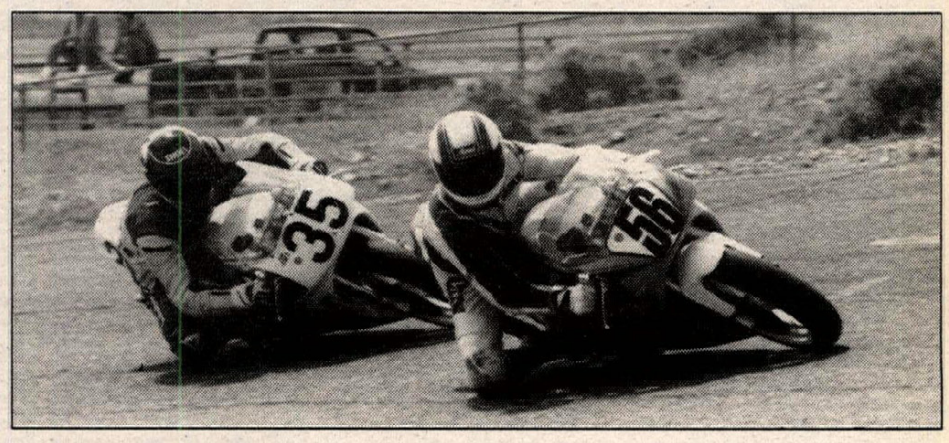
F-2: 1. Mark McDonald (Yam); 2. Michael Montoya (Yam); 3. Jason Paden (Yam); 4. Lance Holst (Hon); 5. Frank Aragaki (Yam).

F-3: 1. Kevin Murray (Hon); 2. John Ulrich (Hon); 3. Davy Widjaja (Hon); 4. Joji Tokumoto (Hon); 5. Craig Avery (Yam).

500 S/STK: 1. Brian Garbellini (Yam); 2. John Reardon (Yam); 3. Guy Celestre (Yam); 4. Maurice Marascio (Kaw); 5. Glenn Tanner (Yam).

600 S/STK: 1. J. Andrew Milton (Hon); 2. Robbie Dowie (Hon); 3. Karl Lowry, Jr. (Hon); 4. Rob Fletcher (Hon); 5. Brian Garbellini (Yam).

(Above) John Hauf (444) led eventual 30+ class winner Scott Wood (343) and Dean Dyess (133) at the Club Motosport MX Park. (Below) Mark McDonald (35) slipped past Michael Montoya (56) for the F-2 win at Willow Springs International Raceway.



750 S/STK: 1. Jim Randolph (Suz); 2. Chuck Graves (Suz); 3. J. Andrew Milton (Hon); 4. Curtis Adams (Suz); 5. Brad Stephens (Suz).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Jim Randolph (Suz); 3. Richard Munn (Suz); 4. Dean Vincent (Yam); 5. Derek McKesson (Suz).

550 S/BK: 1. Dave Koskinen (Yam); 2. Frank Aragaki (Yam); 3. Brian Garbellini (Yam); 4. John Reardon (Yam) 5. Guy Celestre (Yam).

650 S/BK: 1. Willie Burr (Hon); 2. J. Andrew Milton (Hon); 3. Robbie Dowie (Hon); 4. Walt Dorsch (Hon); 5. Karl Lowry Jr. (Hon).

750 S/BK: 1. Brad Hazen (Duc); 2. John Hilton (Hon); 3. Tommy Lynch (Suz); 4. Oscar Ortiz (Suz); 5. Miles Mothershead (Suz).

OPEN S/BK: 1. Jeffrey Stern (Suz); 2. Craig Steven (Suz); 3. Steve Moreno (Suz); 4. Ross Hahn (Hon); 5. Dean Vincent (Yam).

500 MOD PROD: 1. Brian Garbellini (Yam); 2. Dave Koskinen (Yam); 3, Guy Celestre (Yam); 4. John Reardon (Yam); 5. Richard Munn (Suz).

600 MOD PROD: 1. J. Andrew Milton (Hon); 2. Robbie Dowie (Hon); 3. Walt Dorsch (Hon); 4. Karl Lowry Jr. (Hon); 5. Rob Fletcher (Hon).

750 MOD PROD: 1. John Hilton (Hon); 2. Tom Aquino (Suz); 3. Oscar Ortiz (Suz); 4. Miles Mothershead (Suz); 5. Bryan Jones (Suz).

OPEN MOD PROD: 1. Dean Vincent (Yam); 2. John Hilton (Hon); 3. Chris Voelker Sr. (Hon); 4. Ross Hahn (Hon); 5. Derek McKesson (Suz).

BOTT H/W: 1. Larry Schnur (Duc); 2. Mick Ofield (Duc); 3. Lloyd Johnson (Duc); 4. Bill Fennessy (Yam).

BOTT L/W: 1. Richard Munn (Suz); 2. Klaus Groeger (Hon); 3. Stephen Lilliott (Hon); 4. Brian Rochlitzer (Hon); 5. Erik Traeger (Hon).

500 SGL: 1. Scott Fabbro (Nor); 2. Archie Slaven (Yam); 3. Mark Jarel (Hon); 4. Gary Stiles (Hon); 5. Danny Farnsworth (Yam).

600 SGL: 1. Stuart Knigge (Yam); 2. Steve Hill (Yam); 3. John Nielsen (Yam); 4. Mike Franklin (Yam); 5. David DeLeon (Yam).

F-SGL: 1. Jody Hendley (Duc); 2. Marc Field (Yam); 3. Stuart Knigge (Yam); 4. Kevin Johnson (Hon); 5. Steve Hill (Yam).

VINT: 1. Frank Aragaki (Yam); 2. Craig Beecher (Yam); 3. Jesse Dolan (Hon); 4. Darrell Roush (Yam); 5. Scott Fabbro (Hon).

F-40: 1. Ray Adams (Suz); 2. Keith MacBeth (Yam); 3. Fred Willink (Hon); 4. Joel Broida (Kaw); 5. Mick Ofield (Duc).

500 NOV: 1. Jesse Dolan (Hon); 2. Carlos Neves (Hon); 3. Dave Gardner (Yam); 4. Timothy Newman (Yam); 5. Gerald Oyler (Yam).

650 NOV: 1. Brett Campbell (Hon); 2. Brian Rochlitzer (Hon); 3. Gerald Prendergast (Hon); 4. Greg Talbot (Yam); 5. Maklyn Pena (Yam).

OPEN NOV: 1. Luis Martinez (Suz); 2. Chris Grabau (Kaw); 3. Josue Estrada (Suz); 4. Myles McMahon (Hon); 5. Patrick Stevenson (Suz).

Wood lumbers to CM-MX gold

Bv Steve Bohn

CLEWISTON. FL. APR.10

Scott Wood grabbed the early 30+ class points lead in round one of the spring portion of the 1994 South Florida Motocross Championship Series held at Club Motosport MX Park. The Kawasaki-mounted Wood pulled the first-moto holeshot ahead of Bob Kiesel, Dean Dyess and John Flynn. Defending Winter Series champ Dyess wasted little time, getting around Kiesel and challenging Wood for the lead on the second lap. Wood rode flawlessly, not giving an inch and holding off Dyess at every turn until the fourth lap.

Dyess would make his move on the fastest section of the track, going down the long straight to the little kicker jump that led to a high-banked, right-hand berm. Unfortunately for Dyess, this was the exact moment that enough fluid had leaked from his front brake to render it useless. Needless to say, Dyess's foray into the lead was short-lived, as he took a header over the berm, ending any shot at the win. Wood held on to take the win, safely ahead of Kiesel and a hard-charging John Hauf.

The second moto featured a new lead player in the person of Hauf, who pulled the holeshot ahead of Wood, Dyess and Joey Stradl. On the second lap Kiesel moved by Stradl, and the Hauf-Wood-Dyess-Kiesel frieght train began pulling away from the pack. Hauf held his lead, while Wood and Dyess renewed their first-moto duel. Dyess once again made his move on the fourth lap - this time with functioning brake - and he got by Wood to take over second place, which he held till the last lap.

Hauf rode a great race, but fatigue began to take its toll; on the final lap, the Dyess-Wood battle dropped Hauf to third. Dyess held off Wood to take the moto win followed by Hauf in third place. A happy Wood took the overall win, and a 10-point lead over arch rival Dyess heading into the second round of the Spring Series at Orlando MX Park. CN

Results

P/W (4-6): 1. W. Maloy (Yam); 2. D. Dyess (Yam); 3. J. Zangari (Yam).

P/W (7-9): 1. A. Maloy (Yam); 2. J. Harker (Yam).

P/W MOD: 1. J. Miller (Hon); 2. L. Wilson (Yam).

60 (9-11): 1. R. Clouser (Kaw); 2. J. Osborne (Kaw); 3. J. Berens (Kaw).

80 BEG: 1. B. Hammil (Kaw); 2. N. Osborne (Hon); 3. S. Bowman (Yam); 4. M. Koslofsky (Hon); 5. G. Herndon (Kaw).

80 (7-11): 1. C. Sanden (Suz); 2. R. Loggins (Kaw); 3. R. Clouser (Yam); 4. T. Bragg (Yam).

80 (12-15): 1. J. Shuttleworth (Yam); 2. J. Bowman (Yam).

S/MINI: 1. J. Shuttleworth (Yam); 2. C. Sanden (Suz); 3. J. Bowman (Yam); 4. T. Bragg (Yam); 5. S. Bowman (Yam).

SCHBY (12-15): 1. M. Darling (Suz); 2. C. Sanden (Suz); 3. J. Bowman (Yam); 4. R. Loggins (Kaw).

YTH (16-24): 1. M. Bragg (Yam).

25+: 1. J. Senner (Kaw); 2. S. Wood (Kaw); 3. G. Martin (Hon); 4. J. Stradl (Hon); 3. B. Kiesel (Kaw); 4. D. Dyess (Hon); 5. M. Kemper (Hon).

35+: 1. T. Bragg (Hon); 2. B. Kiesel (Kaw); 3. S. Kiesel (Kaw); 4. G. Bobka (Hon); 5. B. Windland (Hon).

40+: 1. T. Bragg (Hon); 2. S. Kiesel (Kaw); 3. J. Logsdon (Yam); 4. H. Doan (Yam); 5. T. Nicholson (Suz).

30+: 1. S. Wood (Kaw); 2. J. Hauf (Hon); 3. B. Kiesel (Kaw); 4. D. Dyess (Yam); 5. J. Stradl (Hon).

50+: 1. J. Logsdon (Yam); 2. H. Doan (Yam); 3. T. Nicholson (Suz); 4. A. Gardner.

WMN: 1. T. Taylor (Kaw); 2. D. Hrabal (Kaw); 3. L. Cole (Suz); 4. K. Windland (Yam); 5. C. Reeves (Kaw).

250/500 B: 1. M. Bragg (Yam); 2. J. Senner (Kaw).

125 C: 1. M. Kemper (Hon); 2. M. Davenport (Hon); 3. S. Grissom (Yam); 4. G. Martin (Hon); 5. J. Cole (Suz).

250/500 C: 1. E. Felck (Hon); 2. T. Bragg (Hon); 3. J. Hauff (Hon); 4. R. Lambert (Hon); 5. H. Hoffman (Kaw).

125 BEG: 1. H. Rivera (Kaw); 2. M. Fredrick (Hon); 3. W. Day (Hon); 4. M. Dew (Hon); 5. D. Troglia (Kaw).

250/500 BEG: 1. C. Damian (Kaw); 2. E. Pagan (Yam); 3. J. Flynn (Suz); 4. R. Birtwistle (Hon).

LEADER BOARD

1994 Championship point standings

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 2 of 15 rounds)

1. John Kocinski (Cag), MODESTO, CA (45/1 win)
2. Michael Doohan (Hon), AUSTRALIA (41/1 win)
3. Luca Cadalora (Yam), ITALY (33)
4. Shinichi Itoh (Hon), JAPAN (27)
5. Kevin Schwantz (Suz), AUSTIN, TX (23)
6. Alberto Puig (Hon), SPAIN (20)
7. Alex Criville (Hon), SPAIN (18)
8. Alex Barros (Suz), BRAZIL (17)
9. Doug Chandler (Cag), SALINAS, CA (14)
10. Jeremy McReynolds (Yam), ENGLAND (10)

250cc WORLD CHAMPIONSHIP (After 2 of 15 rounds)

1. Max Biaggi (Apr), ITALY (50/2 wins)
2. Loris Capirossi (Hon), ITALY (32)
3. Doriano Romboni (Hon), ITALY (31)
   Tadayuki Okada (Hon), JAPAN (31)
5. Jean-Philippe Ruggia (Apr), FRANCE (26)
6. Ralf Waldmann (Hon), GERMANY (19)
7. Luis D'Antin (Hon), SPAIN (16)
8. Jean-Michel Bayle (Apr), FRANCE (15)
9. Wilco Zeelenberg (Hon), HOLLAND (14)
10. Nobuatsu Aoki (Hon), JAPAN (10)

125cc WORLD CHAMPIONSHIP (After 2 of 15 rounds)

1. Kazuto Sakata (Apr), JAPAN (45/1 win)
2. Noburo Ueda (Hon), JAPAN (34/1 win)
3. Fausto Gresini (Hon), ITALY (23)
4. Peter Oettl (Apr), GERMANY (20)
   Garry McCoy (Apr), AUSTRALIA (20)
   Oliver Petrucciani (Apr), ITALY (20)
8. Akira Saito (Hon), JAPAN (18)
9. Jorge Martinez (Yam), SPAIN (16)
10. Herri Torrentegui (Apr), SPAIN (15)

AMA U.S. SUPERBIKE NAT'L C'SHIP (After 3 of 10 rounds)

1. Troy Corser (Duc), AUSTRALIA (103/2 wins)
2. Jamie James (Yam), ASHEVILLE, NC (82)
3. Steve Crevier (Kaw), CANADA (80)
4. Takahiro Sohwa (Kaw), JAPAN (74)
5. Thomas Stevens (Suz), SANIBEL, FL (70)
6. Mike Smith (Hon), CANTON, GA (69)
7. Dale Quarterley (Kaw), WESTFIELD, MA (67)
8. Colin Edwards II (Yam), CONROE, TX (66)
9. Pascal Picotte (Duc), CANADA (54)
10. Fred Merkel (Kaw), STOCKTON, CA (52)

AMA 250cc GRAND PRIX SERIES (After 3 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA (102/2 wins)
2. Danny Walker (Yam), DENVER, CO (84)
3. Don Hough (Yam), BOULDER, CO (77)
   Nick Ienatsch (Yam), LOS ANGELES, CA (77)
5. Chuck Sorenson (Yam), LIVERMORE, CA (71)
6. Mike Sullivan (Yam), CENTRALIA, WA (68)
7. Chris D'Aluisio (Apr), BETHEL, CT (58)
8. Bill Quinn (Yam), MARIETTA, GA (53)
9. Chris Taylor (Yam), CHARLOTTSVILLE, VA (50)
10. Christopher Rankin (Yam), AUSTIN, TX (49)

AMA/CCS 600cc SUPERSPORT SERIES (After 3 of 10 rounds)

1. Steve Crevier (Kaw), CANADA (94)
2. Mike Smith (Hon), CANTON, GA (93/2 wins)
3. Jamie James (Yam), ASHEVILLE, NC (89/1 win)
4. Mike Hale (Hon), CARROLLTON, TX (87)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, NH (82)
6. Jason Pridmore (Yam), VENTURA, CA (68)
7. Randy Renfrow (Hon), FREDERICKSBURG, VA (60)
8. Jamie Bowman (Hon), TEQUESTA, FL (58)
9. Robert Wright (Kaw), SANDY, UT (56)
   David Estok (Hon), DAYTONA BEACH, FL (56)

AMA/CCS 750cc SUPERSPORT SERIES (After 3 of 10 rounds)

1. Britt Turkington (Suz), McALLEN, TX (102/2 wins)
2. Gerald Rothman Jr. (Kaw), MANCHESTER, NH (97/1 win)
3. Jason Pridmore (Yam), VENTURA, CA (90)
4. James Randolph (Suz), SANTA ROSA, CA (79)
5. Tom Kipp (Suz), MENTOR, OH (75)
6. Jacques Guenette Jr. (Suz), CANADA (58)
   Fred Merkel (Kaw), STOCKTON, CA (58)
8. Thomas Wilson (Yam), OREGON, OH (50)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL (48)
   Mark McDaniel (Suz), SANTA ROSA, CA (48)

AMA/CCS H-D TWIN SPORT SERIES (After 3 of 10 rounds)

1. Scott Zampach (H-D), MILWAUKEE, WI (102/2 wins)
2. Shawn Higbee (H-D), JAMESTOWN, NY (99/1 win)
3. Andy Fenwick (H-D), NEENAH, WI (90)
4. Matt Wait (H-D), LODI, CA (72)
5. Billy Graef (H-D), SHEBOYGAN, WI (69)
6. Shawn McNary (H-D), CLEARWATER, FL (63)
7. Donnie Greene (H-D), PETALUMA, CA (56)
8. Jim Whitaker (H-D), AUBURN, NH (55)
9. Ronald McGill (H-D), DEVON, PA (49)
10. Robert Cunnington (H-D), HAYWARD, CA (46)

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 11 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA (248/8 wins)
2. Mike Kiedrowski (Hon), CANYON COUNTRY CA (195/1 win)
3. Mike LaRocco (Kaw), SOUTH BEND, IN (193/1 win)
4. Jeff Stanton (Hon), SHERWOOD, MI (174)
5. Michael Craig (Yam), LAKESIDE, CA (163/1 win)
6. Jeff Emig (Yam), RIVERSIDE, CA (160)
7. Steve Lamson (Hon), POLLOCK PINES, CA (149)
8. Doug Henry (Hon), OXFORD, CT (146)
9. Larry Ward (Yam), FLORENCE, SC (143)
10. Brian Swink (Suz), REDDICK, FL (137)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES (After 4 of 8 rounds)

1. Damon Huffman (Suz), SAUGUS, CA (92/2 wins)
2. Pedro Gonzalez (Kaw), HOUSTON, TX (69)
3. Ryan Hughes (Kaw), ESCONDIDO, CA (63/1 win)
4. Craig Decker (Hon), PALM DESERT, CA (58)
5. David Pingree (Yam), SCOTTSDALE, AZ (38)
6. James Dobb (Kaw), CORONA, CA (36)
7. Tony Graves (Hon), CRESWELL, OR (29)
8. Axel Holvoet (Yam), LAKESIDE, CA (24)
   Cory Keeney (Kaw), POMONA, CA (24)
10. Mike Metzger (Yam), QUAIL VALLEY, CA (23)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES (After 9 of 10 rounds)

1. Ezra Lusk (Suz), BAINBRIDGE, GA (209/5 wins)
2. Jimmy Button (Suz), CORNING, NY (194/2 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL (162)
4. Mike Brown (Hon), GRAY, TN (142/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA (135)
6. Robbie Reynard (Kaw), MOORE, OK (119)
7. John Dowd (Yam), CHICOPEE, MA (96)
8. Barry Carsten (Suz), BAYVILLE, NJ (81)
9. Davey Yezek (Hon), MT. PLEASANT, PA (67)
10. Scott Sheak (Yam), GERMANTOWN, NY (65)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES (After 1 of 12 rounds)

1. Mike LaRocco (Kaw), SOUTH BEND, IN (47/1 win)
2. John Dowd (Yam), CHICOPEE, MA (38)
   Brian Swink (Suz), REDDICK, FL (38)
4. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA (36)
5. Jeff Stanton (Hon), SHERWOOD, MI (33)
   Jeremy McGrath (Hon), MURRIETA, CA (33)
7. Jeff Matiasevich (Yam), LA HABRA HEIGHTS, CA (27)
   Doug Dubach (Yam), TUSTIN, CA (27)
9. Larry Brooks (Yam), EL CAJON, CA (22)
   Buddy Antunez (Kaw), MORENO VALLEY, CA (22)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES (After 1 of 12 rounds)

1. Jeff Emig (Yam), RIVERSIDE, CA (45/1 win)
2. Steve Lamson (Hon), POLLOCK PINES, CA (40)
   Ezra Lusk (Suz), BAINBRIDGE, GA (40)
4. Robbie Reynard (Kaw), MOORE, OK (37)
5. Damon Huffman (Suz), SAUGUS, CA (36)
6. Ryan Hughes (Kaw), ESCONDIDO, CA (31)
7. Tim Ferry (Hon), W. PALM BEACH, FL (25)
8. Mike Brown (Hon), GRAY, TN (22)
9. James Dobb (Kaw), CORONA, CA (19)
10. Larry Ward (Yam), FLORENCE, SC (18)
    Pedro Gonzalez (Kaw), HOUSTON, TX (18)
    Chad Pederson (Yam), FORT DODGE, IA (18)

WORLD CHAMPIONSHIP 125cc MX SERIES (After 2 of 11 rounds)

1. Pedro Tragter (Suz), HOLLAND (63/1 win)
2. Bobby Moore (Yam), COSTA MESA, CA (59/1 win)
3. Alessio Chiodi (Hon), ITALY (48)
4. Mikael Pichon (Hon), FRANCE (40)
5. Frederic Vialle (Kaw), FRANCE (31)
   Peter Beirer (Suz), GERMANY (31)
7. Bader Manneh (Suz), SAN DIEGO, CA (30)
8. Mauro Dal'Lago (Suz), ITALY (26)
9. Fabio Balducci (Hon), ITALY (21)
   Mikael Maschio (Yam), FRANCE (21)
   Nathan Shelton (Hon), GREAT BRITAIN (21)

WORLD CHAMPIONSHIP 250cc MX SERIES (After 2 of 15 rounds)

1. Donny Schmit (Yam), RAMSEY, MN (58/1 win)
2. Greg Albertyn (Suz), SOUTH AFRICA (54)
3. Yves Demaria (Hon), FRANCE (44)
4. Marnicq Bervoets (Suz), BELGIUM (41)
5. Stefan Everts (Kaw), BELGIUM (40/1 win)
6. Werner DeWit (Suz), BELGIUM (34)
7. Kurt Nicoll (Hon), GREAT BRITAIN (33)
8. Joakim Karlsson (Kaw), SWEDEN (26)
9. Andrea Bartolini (Yam), ITALY (25)
10. Peter Iven (Kaw), BELGIUM (21)

WORLD CHAMPIONSHIP 500cc MX SERIES (After 1 of 12 rounds)

1. Gert Jan Van Doorn (Hon), HOLLAND (33/1 win)
2. Ronny Weustenraed (Hon), BELGIUM (32)
3. Shayne King (Hon), NEW ZEALAND (30)
4. Johan Boonen (Kaw), BELGIUM (26)
5. Marcus Hansson (Hon), SWEDEN (18)
6. Billy Liles (Hon), ATLANTA, GA (17)
7. Georges Jobe (Hon), BELGIUM (15)
8. Jacky Martens (Hus), BELGIUM (13)
9. Miroslav Kucirek (Kaw), SLOVAKIA (12)
10. Peter Dirkx (Hon), BELGIUM (11)

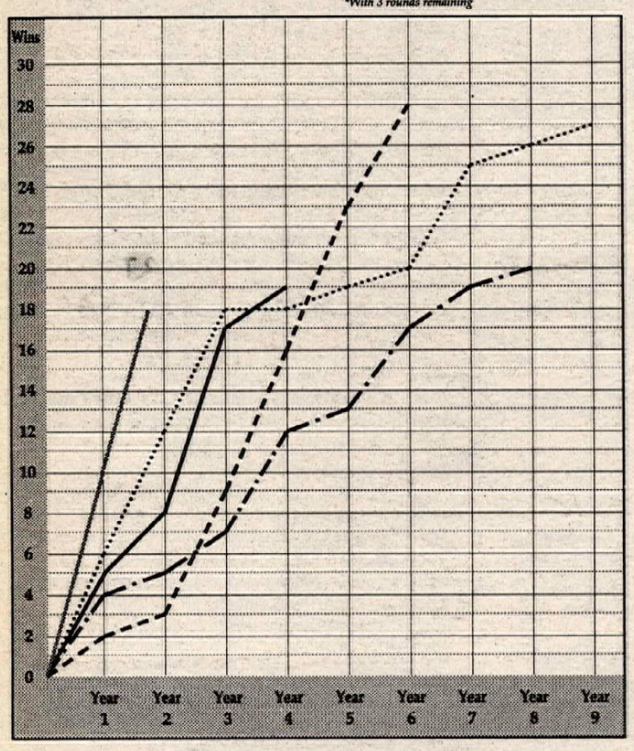
THE McGRATH GRAPH

Jeremy McGrath now has a total of 18 career wins, and is fifth on the all-time supercross win list. To get an idea how quickly he has accomplished this feat, check out the chart below.

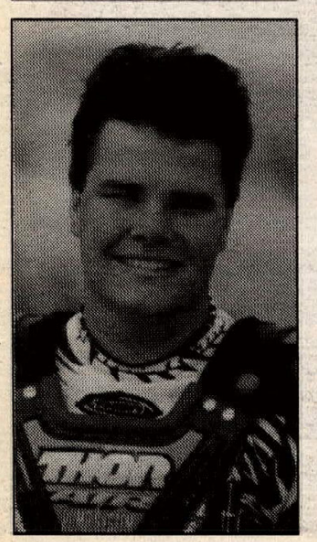
All-time Supercross winners

1. Rick Johnson — 28
2. Bob Hannah — 27
3. Jeff Ward — 20
4. Damon Bradshaw — 19
5. Jeremy McGrath — 18*

*With 3 rounds remaining



OFF-ROAD



AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds - best 7 finishes count toward series c'ships)

1. Rodney Smith (Suz) OAKLEY, CA (103/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA (82)
3. Scott Summers (Hon), PETERSBURG, KY (46)
4. Ron Naylor (ATK), REDDING, CA (39)
   Eric Mashbir (Hus), OAKLAND, CA (39)
6. Patrick Garrahan (Kaw), BOULDER CREEK, CA (35)
7. Jason Dahners (Hon), REDMOND, WA (32)
8. Randy Hawkins (Suz), TRAVELERS REST, SC (30/1 win)
9. Brian Garrahan (Hon), BOULDER CREEK, CA (28)
10. Scott Plessinger (KTM), HAMILTON, OH (25)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 3 of 9 rounds - best 7 finishes count towards series c'ships)

1. Steve Hatch (Suz), ITHACA, NY (75/2 wins)
2. Jeff Russell (KTM), MORGANTOWN, WV (61)
3. Kevin Hines (CRE), WESTON, MA (60/1 win)
4. Kelby Pepper (KTM), CENTER, CO (57)
5. Randy Hawkins (Suz), TRAVELERS REST, SC (43)
6. Ty Davis (Kaw), HESPERIA, CA (37)
7. Terry Cunningham (Yam), ALBANY, OH (35)
8. Danny Hamel (Kaw), BOULDER CITY, NV (32)
9. Mathew Stavish (KTM), BLAINE, MN (27)
10. Larry Roeseler (Kaw), HESPERIA, CA (24)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 1 of 8 rounds - best 5 finishes count towards c'ship series)

1. Ryan Young (G-G), WILLIAMSPORT, PA (30)
2. Geoff Aaron (Bet), WEST REDDING, CT (25)
3. Raymond Peters (Apr), BEAVER DAMS, NY (21)
4. Jess Kempkes (G-G), LINCOLN, NE (18)
5. Lonny Hallsted, TIGARD, OR (16)
6. Ronald Commo Jr. (Bet), VERGENNES, VT (14)
7. John Clark (Mon), HUNTSVILLE, AL (15)
8. Matthew Moore, SAPULPA, OK (11)
9. Brian Nagengast (Bet), E. BERNE, NY (12)
10. Andrew Bingham, ALBUQUERQUE, NM (11)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES
(After 2 of 8 rounds)

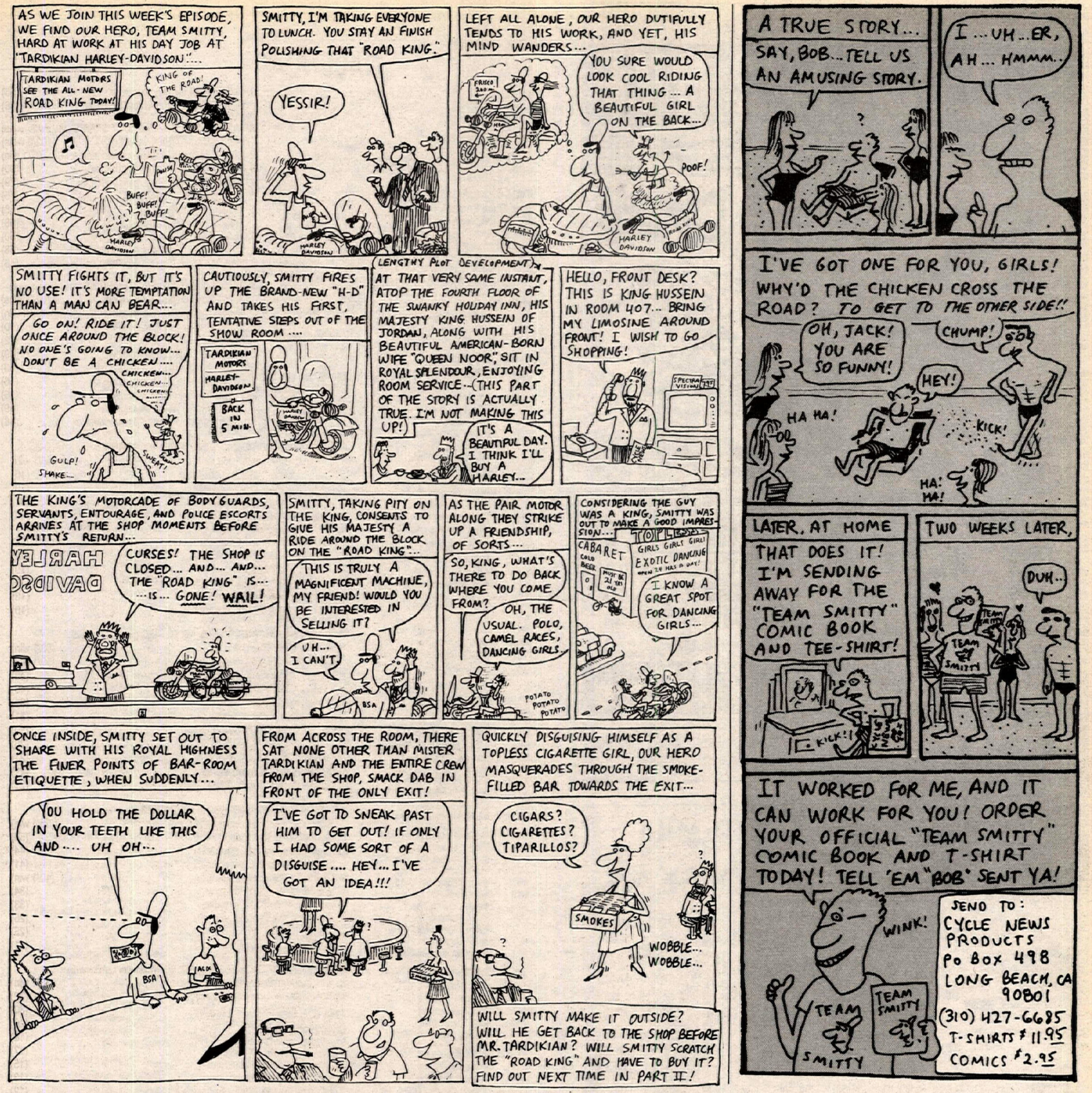
1. Randy Hawkins (Suz), TRAVELERS REST, SC (55/1 win)
2. Rodney Smith (Suz), OAKLEY, CA (38)
3. Fred Andrews (Yam), SALEM, OH (32)
4. Danny Hamel (Kaw), BOULDER CITY, NV (30/1 win)
   Fred Hoess (Hus), STANHOPE, NJ (30)
6. Kelby Pepper (KTM), CENTER, CO (24)
   Chris Smith (Hon), STANHOPE, NJ (24)
8. Duane Conner (Yam), WASHINGTON, PA (18)
9. Larry Roeseler (Kaw), HESPERIA, CA (16)
   Steve Hatch (Suz), ITHACA, NY (16)

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 3 of 7 rounds - best 5 finishes count toward series c'ships)

1. Danny Hamel (KTM), BOULDER CITY, NV (90/3 wins)
2. Ty Davis (Kaw), HESPERIA, CA (75)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA (54)
4. Greg Zitterkopf (KTM), CHINO, CA (50)
5. Jeff Capt (Hon), CHINO, CA (38)
6. Paul Krause (Kaw), SANTA ANA, CA (34)
7. David Ondas (Kaw), HUNTINGTON BEACH, CA (32)
8. Destry Abbott (KTM), GLENDALE, CA (27)
9. Todd Hoy (KTM), RANCHO PALOS VERDES, CA (25)
10. Jason Kawell (Kaw), HESPERIA, CA (21)

AMA GRAND NAT'L CROSS COUNTRY C'SHIP SERIES
(After 3 of 12 rounds - best 9 finishes count toward series c'ships)

1. Fred Andrews (Yam), SALEM, OH (56/1 win)
2. Thomas Norton (Kaw), NORFOLK, MA (51)
3. Scott Summers (Hon), PETERSBURG, KY (38)
4. Scott Plessinger (KTM), HAMILTON, OH (35)
5. Doug Blackwell (Kaw), WASHINGTON, WV (31)
   Larry Roeseler (Kaw), HESPERIA, CA (31)
   Steve Hatch (Suz), ITHACA, NY (31)
8. Kelby Pepper (KTM), CENTER, CO (26)
9. Scott Phelps (Yam), PETERSBURG, NY (25)
10. Tim Shephard (Yam), HAMILTON, OH (23)



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GFI RACING (909) 371-3434

Sat., Apr. 30	GFI Super Sat. Morn. MX	Perris
Sat., May 7	GFI Super Sat. Morn. MX	Perris
Sat., May 14	White Bros. Four Stroke TT	Perris
Sun., May 15	White Bros. Four Stroke MX	Perris

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington Park, Eng., Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/29 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Sentul, Indonesia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/2 Jerez, Spain, Rnd 11
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
5/1 Vila Santa Cruz, Arg., Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 Arco di Trento, Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/5-6 Barcelona, Spain, Rnd 1
10/12-13 Paris, France, Rnd 2
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

World C'ship Enduro Series
5/15 Servieres le Chateau, Fra., Rnd 2
5/22 Bergamo, Italy, Rnd 3
6/12 Uppsala, Sweden, Rnd 4
6/19 Jamsa, Finland, Rnd 5
7/24 Kaposvar, Hungary, Rnd 6

World C'ship Trials Series
5/15 Bilstain, Belgium, Rnd 3
5/22 Osnabruck, Germany, Rnd 4
6/5 Nepomuk, Czech Rep., Rnd 5
6/12 Breal S. Montfort, Fra., Rnd 6
6/26 Donner Pass, CA, U.S.A., Rnd 7
7/10 Viella, Spain, Rnd 8
7/17 Caredine, Italy, Rnd 9
7/24 Biasca, Switzerland, Rnd 10

World Individual Speedway Championship
8/20 Vojens, Denmark

World Team Speedway C'ship
9/18 Brokstedt, Germany

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Grand Nat'l C'ship Series
5/14 Pomona, CA, Rnd 3
5/29 DuQuoin, IL, Rnd 4
6/4 Mineralwells, WV, Rnd 5
6/25 Lima, OH, Rnd 6
6/18 Dallas, TX, Rnd 7
7/2 *Mechanicsburg, PA, Rnd 8
7/9 Lake Odessa, MI, Rnd 9
7/16 Hagerstown, MD, Rnd 10
7/23 Sedalia, MO, Rnd 11
7/30 Oklahoma City, OK, Rnd 12
8/7 Peoria, IL, Rnd 13
8/10 Rapid City, SD, Rnd 14
8/13 *Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Goshen, IN, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
9/17 Sacramento, CA , Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 *Del Mar, CA, Rnd 22
*Tentative
Info 614/891-2425

AMA 600cc Nat'l C'ship Series
5/21 ST Bellingham, WA, Rnd 2
5/28 TT Castle Rock, WA, Rnd 3
6/12 TT Peoria, IL, Rnd 4

AMA Harley-Davidson 883 Nat'l Championship Series
5/14 HM Pomona, CA, Rnd 3
5/29 M Du Quoin, IL, Rnd 4
6/4 HM Mineralwells, WV, Rnd 5
6/18 HM Dallas, TX, Rnd 6
7/2 *HM Mechanicsburg, PA, Rnd 7
7/9 HM Lake Odessa, MI, Rnd 8
7/16 HM Hagerstown, MD, Rnd 9
7/23 HM Sedalia, MO, Rnd 10
8/10 HM Rapid City, SD, Rnd 11
8/13 *HM Denver, CO, Rnd 12
9/4 M Springfield, IL, Rnd 13
9/17 M Sacramento, CA, Rnd 14
10/8 HM Pomona, CA, Rnd 15

AMA Regional Dirt Track Championship Series
5/21 HM Greenville, OH, Rnd 3
5/22 HM Norwalk, OH, Rnd 4
5/30 HM York, PA, Rnd 5
6/11 HM Dayton, OH, Rnd 6
6/24 HM Orrville, OH, Rnd 7
7/4 HM Frederick, MD, Rnd 8
8/21 HM Terre Haute, IN, Rnd 9
8/26 HM Greenville, OH, Rnd 10
9/3 M Springfield, IL, Rnd 11
9/9 TT Castle Rock, WA, Rnd 12

AMA Camel Supercross Series
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

AMA/CCS C'ship Cup Series
Florida Region
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA

Mid-Atlantic Region
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV

Mid-West Region
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

Great Lakes Region
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

Great Plains Region
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

Southwest Region
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

Northeast Region
7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
7/30-31 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
5/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info 614/891-2425

AMA Nat'l Championship Reliability Enduro Series
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info 614/891-2425

AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series
5/8 Sharpsburg, MD, Rnd 5
5/22 Boyers, PA, Rnd 6
6/5 Laurelville, OH, Rnd 7
6/19 Davis, WV, Rnd 8
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4

7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA/NATC National Championship Observed Trials
5/28 Alma, NY, Rnd 3
5/29 Mainesburg, PA, Rnd 4
5/30 Steubenville, OH, Rnd 5
6/24-25 Truckee, CA, Wrld Rnd
7/30 Casper, WY, Rnd 6
7/31 Casper, WY, Rnd 7
8/6 Nehawka, NE, Rnd 8
8/7 Nehawka, NE, Rnd 9

AMA U.S. National Speedway Championship
10/1 Costa Mesa, CA

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

Land of Enchantment Endurance Rally
9/26-30 Clovis, NM
Info 505/985-2374

AMA Loretta Lynn Qualifying Series
Northeast Region
4/30-5/1 South Edmeston, NY
5/7-8 Jacksonville, PA
5/21-22 Starvation Point, WV
6/11-12 Amateur Regional Budds Creek, MD
6/25-26 Youth Regional Delmont, PA

Southeast Region
4/30-5/1 Macon, GA
5/14-15 Christiana, TN
6/18-19 Youth Regional Blountville, TN
6/25-26 Amateur Regional Gainesville, FL

Southcentral Region
5/15 Rio Vista, TX
6/18-19 Amateur/Youth Regional Rio Vista, TX

*** Southwest Region**
6/18 Moreno Valley, CA

*** Midwest Region**
5/29 Hollister, CA

*** Northwest Region**
5/22 Roseburg, OR

Mideast Region
4/30-5/1 Hortonville, IN
5/7-8 Marion, OH
5/14-15 Millington, MI
5/28-29 N. Webster, IN
6/5 Buchanan, MI
6/18-19 Amateur Regional Sugar Grove, OH
6/25-26 Youth Regional Mitchell, IN

Northcentral Region
4/30-5/1 Lamoni, IA
5/7-8 Lake Mills, WI
5/14-15 Kahoka, MO
5/21-22 Casey, IL
6/25-26 Amateur Regional Casey, IL
6/18-19 Youth Regional Kahoka, MO
Info 304/594-1157

AMA Loretta Lynn Nationals
8/8-13 Hurricane Mills, TN
Info 304/594-1157

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 310/868-8112

SCORE Desert C'ship Series
6/3-5 Baja Calif., Mex.
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series
4/29-5/1 Rockingham, NC, Rnd 3
6/17-19 Richmond, VA, Rnd 4
7/10 Budds Creek, MD, Rnd 5
7/29-31 Indianapolis, IN, Rnd 6
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mega Series
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
5/24-26 Shannonville, ON, Can., Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV

Southeast Region
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA

North Central Region
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, Ont, CAN
10/8-9 Mt. Meridan, IN

Mid-Central Region
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN

South Central Region
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

WERA National Challenge Formula III Series
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

*WERA Nat'l Endurance Series
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/28 Final, Braselton, GA
*Tentativ

WERA National Vintage Series
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

AHRMA Historic Cup Series
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
8/6 Topeka, KS
9/17 Steamboat Springs, CO
10/15-16 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/ Battle of Twins Series
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
10/15-16 Talladega, AL
Info 715/842-9699

*AHRMA/Vintage Iron Nat'l MX Series
5/21 Grattan, MI
5/29 Wheatley, ON, Can.
6/5 Glen Helen, CA
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

*AHRMA/Classic Bike Magazine Dirt Track Series
4/30 Budds Creek, MD
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
7/15 Braselton, GA
7/30 Weedsport, NY
8/11 Rapid City, SD
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/2 Dallas, TX
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

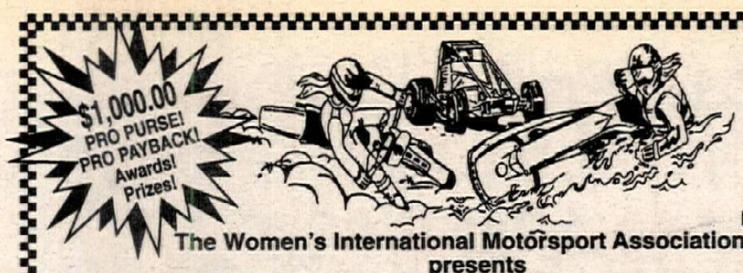
AHRMA/British Bike Magazine Trials Series
5/22 Grattan, MI
7/3 Peoria, IL
8/13 Toronto, OH
8/26 White City, IL
9/11 Beaumont, KS
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
11/5-6 Dickson, TN
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

*AHRMA Midwest MX Series
5/21 Grattan, MI
6/5 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

*AHRMA NorCal MX Series
5/15 *Dixon, CA
7/31 Carson City, NV
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD



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Practice	9:00 a.m.	Amateur Post-Entry	$70.00
Racing Starts	10:30 a.m.	Pro Pre-Entry	$55.00
Gate Fee	$6.00	Pro Post-Entry	$80.00

Pre-Entry Ends May 14,1994

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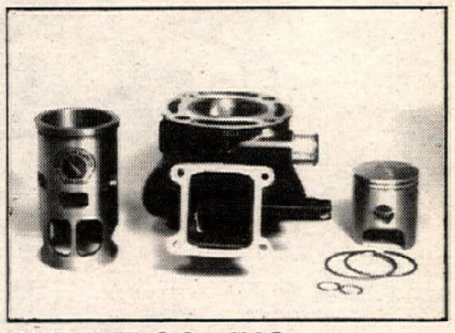

For more information contact:

LOS ANGELES SLEEVE CO., INC.
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Dealers call or write for your free catalog and decals

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

April 29 Handicap & Scratch Racing
ALL THRU MAY - "Student Body Mayhem" 2 for 1 Admission with student ID
May 6 Handicap & Scratch Racing
May 13 Handicap & Scratch Racing
May 20 Handicap & Scratch Racing

1994 ProLite® Trailers

INTERNATIONAL WOMEN'S CUP AND GRAND PRIX

Sponsored by

PRO SPORT — SIDI — ACERBIS — FMF

Support Those That Support The Sport

AMA SANCTIONED — **JUNE 11TH & 12TH** — AMA SANCTIONED

Thunder Mountain Motorplex - Rusk, Texas

Texas Vintage Racing Club Will Race on Sunday

$2,500+ Ladies Pro Purse

Pre Entry Fee:		Post Entry Fee:	
Amateur	$30.00	Amateur	$50.00
Pro	$40.00	Pro:	$70.00

Don't Be Late... Entries Must Be Post Marked By May 15th, 1994

Entry Blank

Name _____ Age _____ Bike# _____

Brand of Bike _____ Displacement Class (CC) _____

Address _____ City _____ State _____ Zip _____

Phone (_____) _____

Womens 50cc Mod ❑	Womens 80cc ❑	Womens Int (125cc-250cc) ❑
Womens 50cc Stock ❑	Womens Beg (80cc-125cc) ❑	Womens Pro (125cc) ❑
Womens 60cc ❑	Womens Nov (125cc) ❑	Womens Pro (250cc) ❑
Womens 0/25 ❑	Womens 0/30 ❑	Male Support Classes Available!!!

USA TEAM MOTOCROSS WOMEN'S

For More Information Please Contact:
The U.S. Women's Motocross Team
200 Madeline Lane
Burleson, Texas 76028
(800) 295-6397 or FAX (817) 295-4528

Coverage in CYCLE NEWS — FAX MX

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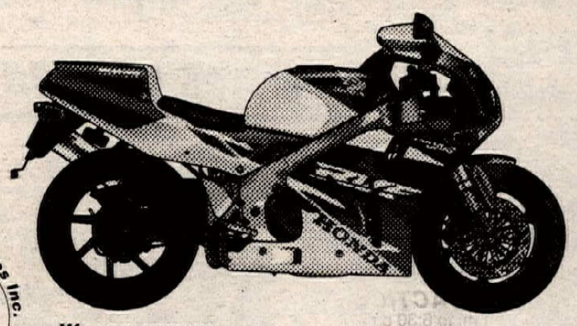
Only 50 in the U.S.



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Summer Hours - 9am - 7pm Mon-Sat

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STARWEST SUPERCROSS PARK

Lake Perris Fairgrounds, Moreno Valley, CA

Sat., Apr. 30 - Spring Series Night Racing (No Lic. Req'd)
Sat., May 7 - Spring Series Final (No Lic. Req'd)
Sat., May 14 - Starwest Night Racing (No Lic. Req'd)
Sun., May 15 - Double Cross GP

OPEN PRACTICE
Tues. 9:00a.m.-2p.m. & 4:00p.m.-10p.m., Sat. 9:00a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00

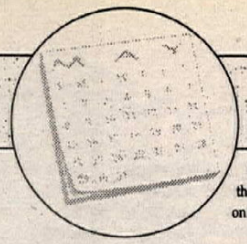
Info Call: 714-855-2707

LACR Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889

1994 Motocross & Gran Prix Schedule

May 1 L.A.C.R. CMC (Spring Classic)
(CMC Event - CRC Membership Honored)
May 15 L.A.C.R. CRC MX (Dunestown Series)
May 29 L.A.C.R. CRC MX (Dunestown Series)

Wed. Night Practice Starts April 13th
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/5 Englishtown, NJ
9/25 Southwick, MA
Info 715/842-9699

AHRMA Rocky Mountain Motocross Series
5/15 Casper, WY
6/12 Preston, ID
7/17 Glenwood Springs, CO
8/13-14 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info 715/842-9699

AHRMA SoCal MX Series
5/22 Adelanto, CA
6/5 San Bernardino, CA
10/9 Palmdale, CA
Info 714/897-8265

AHRMA West MX Series
5/6 Palmdale, CA
4/24 Brentwood, CA
6/12 Preston, ID
6/26 Eugene, OR
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series
5/1 Freetown, MA
5/22 W. Greenwich, RI
6/5 Plainville, MA
6/12 Somers, CT
7/24 Oxford, MA
7/31 New Boston, MA
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
5/15 Fishouse, NY
6/26 Thomaston, CT
7/3 Chelsea, VT
7/10 Union, CT
7/17 Windsor, MA
8/7 Searsport, ME
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
5/15 W. Greenwich, RI
6/11-12 Loudon, NH
6/26 Adams, MA
8/7 Adams, MA
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

NETRA Championship Junior Enduro Series
5/28 Weare, NH
6/25 Thomaston, CT
7/9 Union, CT
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

ECEA C'ship Enduro Series
5/8 Stanhope, NJ
5/22 West Greenwich, RI
5/29 New Philadelphia, PA
6/5 Whiteford, MD
7/10 Speedsville, NY
7/17 Blain, PA
7/24 Crossforks, PA
8/7 Middlebury Center, PA
8/28 Mauricetown, NJ
9/11 Shippensburg, PA
9/18 Brandonville, PA
10/16 New Lisbon, NJ
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 609/657-6338

ECEA Championship Hare Scrambles Series
6/19 Ludwiges Corner, PA
7/31 Fair Hill, MD
8/21 New Philadelphia, PA
9/25 West Greenwich, RI
Info 609/657-6338

ECEA Dual Sport Series
5/1 Brandonville, PA
5/15 Atsion, NJ
6/12 Manahawkin, NJ
9/25 Belleplain, NJ
10/2 Indian Mills, NJ
10/9 Suffolk Co., NY
10/23 New Philadelphia, PA
Info 609/657-6338

NMRA Drag Racing Series
5/28 Phoenix, AZ
7/16 Palmdale, CA
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

SRAC State C'ship Series
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

NESC C'ship Motocross Series
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central VIllage, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

***New England Trials Association C'ship**
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

New England Hillclimbers Assoc. Series
5/8 Lebanon, NH
6/5 Monson, MA
6/12 Greenfield, MA
6/14 Gilford, NH
7/10 Tyler Hill, PA
7/17 Lebanon, NH
7/24 Caroga Lake, NY
7/31 Tyler Hill, PA
8/7 Greenfield, MA
8/19-21 Red Wing, MN
9/4 Monson, MA
9/11 Monson, MA
9/18 Lebanon, NH
9/25 Tyler Hill, PA
10/9 Monson, MA
Info 413/788-7406

American Trials Assn. Series
5/1 Perris, CA
5/22 McCain Valley, CA
6/11-12 Little Pine Flats, CA
7/24 Catus Flats, CA
9/3-4 Kennedy Meadows, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

V.D.T.R.A. Performance Nutrition Vintage Classics VII
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 706/468-1328

SETRA Championship Hare Scramble Series
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

Black-Jack Enduro Series
5/1 Chadwick, MO
5/22 Flatriver, MO
6/12 Gainsville, TX
6/25 Stillwater, OK
8/21 Nimrod, AR
10/16 Collins, MO
Info 417/345-6211

AMA Hot Summer Nights Series
5/7 Lenoir, TN
6/4 Lenoir, TN
6/18 Lenoir, TN
7/2 Lenoir, TN
7/30 Lenoir, TN
8/13 Lenoir, TN
8/20 Lenoir, TN
9/24 Lenoir, TN
Info 615/573-5425

New York State C'ship Hare Scrambles Series
5/8 Little Genesee, NY
5/22 Java, NY
6/5 Cattaraugus, NY
6/26 Noravia, NY
7/24 Parksville, NY
8/7 South Edmonsten, NY
8/14 Rew, PA
8/28 Little Genesee, NY
9/11 Eleenville, NY
10/16 South Edmonsten, NY
10/23 Newark, NY
Info 716/928-2837

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

CRA Spring MX Series
5/1 Salem, OH
5/22 New Philadelphia, OH
5/29 Amherst, OH
6/5 Ravenna, OH
Info 216/636-550

CRA Vintage Motocross Series
5/1 Salem, OH
5/8 Ravenna, OH
5/30 New Philadelphia, OH
6/19 Amherst, OH
6/26 Ravenna, OH
7/10 Amherst, OH
7/23 Malvern, OH

7/31 Akron, OH
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

RMEC C'ship Enduro Circuit
5/15 Chadron, NE
5/29 Limon, CO
6/12 Buena Vista, CO
7/10 Rand, CO
8/7 Steamboat Springs, CO
10/2 Cloudcroft, NM
Info 307/742-4136

OMRRA Road Race Series
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Castrol "Canada Cup" Superbike Series
5/23 Toronto, Ontario
7/9-10 Montreal, Quebec
8/13-14 Halifax, Nova Scotia
8/27-28 Montreal, Quebec
9/3-4 Alma, Quebec
Info 514/582-4051

Canadian Supercross Series
9/10 Montreal, Quebec
Info 416/363-9035

CMA Canadian Motocross National Series
5/15 Markham, ON, Can.
5/29 Wheatley, ON, Can.
6/19 Nanaimo, BC, Can.
6/26 Mission, BC, Can.
7/2-3 Uxbridge, ON, Can.
7/3 Ft. Saskatchewan, AB, Can.
7/9-10 Agassiz, BC, Can.
7/10 Melita, MB, Can.
7/30-31 Riverglade, NB, Can.
Info 905/522-5705

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
4/29-5/1 Gran Carrera De Mexicali Mexicali, B.C., Mex.
6/17-19 Gran Carrera de Tecate Tecate, B.C., Mex.
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
5/22 Rosarito, B.C., Mex.
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (001-52-661) 22525

Tucker Rocky MX C'ship Series
5/1 Easton, PA
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Binghamton, NY
7/10 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

Outlaw Motocross Spring Classic Series
5/8 Westmoreland, KS
5/15 Ashland, NE
5/22 Westmoreland, KS
6/5 Palmyra, NE
6/12 Ashland, CE
6/19 Westmoreland, KS
6/26 Ashland, NE
Info 913/456-2516

South Dakota/Iowa MX Series
5/1 Sioux Falls, SD
5/15 Yankton, SD
5/22 Cherokee, IA
6/5 Yankton, SD
6/11 Storm Lake, IA
6/19 Cherokee, IA
7/10 Sioux Falls, SD
7/16 Storm Lake, IA
7/24 Cherokee, IA
8/14 Yankton, SD
8/20 Storm Lake, IA
8/28 Sioux Falls, SD
9/11 Cherokee, IA
9/25 Sioux Falls, SD
10/9 TBA
Info 605/362-0267

Nor Cal YSR C'ship Series
5/1 Sacramento, CA
5/22 Sacramento, CA
6/12 Sacramento, CA
7/10 Sacramento, CA
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-200

South Florida Motocross Spring Series
4/30 Homestead, FL
5/15 Homestead, FL
5/22 Clewiston, FL
5/29 Ona, FL
6/5 Clewiston, FL
6/26 Ona, FL

MTEG Ultracross Series
6/18 Salt Lake City, UT
8/TBA Detroit, MI
10/1 Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur SX Series
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

AMA Central California Spring MX Series
4/30 Sacramento, CA
5/15 Monterey, CA
5/29 Hollister, CA
6/5 San Jose, CA
6/12 Monterey, CA
6/26 Hollister, CA
Info 805/547-0312

AMA No. California Enduro & Qualifier Classics
5/1 Georgetown, CA
5/15 *Ballinger Canyon, CA
6/12 Big Lagoon, CA
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 916/624-7407
* Qualifier

AMA No. California Cross Country Series
5/15 Ballinger Canyon, CA
5/15 Lakeport, CA
5/29 Klamath, CA
10/2 Sparks, NV
10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

Tucker Rocky Texas Cross Country C'ship Series
5/1 Buelcher, TX
5/15 Gholson, TX
5/29 Montague, TX
6/12 Euless, TX
6/26 St. Joe, TX
8/21 Lake Whitney, TX
9/4 Terrell, TX
9/18 Montague, TX
10/2 High Grove, TX
10/16 Decatur, TX
10/30 Weatherford, TX

Southeastern Trials Riders Assn. Series
5/14-15 Crossville, TN
6/4-5 Alpharetta, GA
6/11-12 Carrollton, KY
7/16-17 Gainesville, GA
9/24-25 Berea, KY
10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

Sound of Thunder Four-Stroke Series
4/30-5/1 Sacramento, CA
5/14 Carlsbad, CA
5/15 Perris, CA
6/24 Mammoth Lakes, CA
8/6-7 Albany, OR
8/13-14 Seattle, WA
Info 909/985-1287

CMC Spring Classic Nationals
South
5/1 Palmdale, CA
5/8 Ramona, CA
North
8/7 Marysville, CA
Final
5/14-15 Adelanto, CA
Info 619/246-7262

AFM Road Race Series
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

International Old Timers MX Assn Nationals
4/30-5/1 Marysville, CA
5/28-29 Richland, WA
6/4-5 Edmonton, AB, Can.
7/2-3 Nanaimo, BC, Can.
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR
9/3-4 Fernley, NV
Info 208/327-0693

Los Angeles Old Timers MX World Championship
6/11-12 Mammoth Lakes, CA

MRA Suzuki Tri-State Challenge
5/1 Delta, OH
5/20 Milan, MI
6/4 Delta, OH
6/17 Milan, MI
7/10 Delta, OH
7/29 Milan, MI
8/5 Milan, MI
8/20 Delta, OH
10/2 Delta, OH
10/9 Milan, MI
Info 313/289-2100.

Motor Sports of America Short Track Championship Series
5/14 Missoula, MT
6/3-4 Coeur d'Alene, ID
11/5 Evansville, IN
11/19 Steubenville, OH

Central Arizona Trials Series
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

MRA Road Race Series
5/1 Longmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

DISTRICT 37 COMPETITION RIDER AMA

BADGERS MC
Celebrate Their 25th Anniversary With A
MOTHER'S DAY COP OUT

RESCUE 3 BARSTOW CALIF.

T-Shirts With Names of the 1993 Two Day Winners

DUAL EUROPEAN SCRAMBLES
MAY 7 & 8, 1994
Teagle Wash Red Mountain, CA

A portion of the proceeds of the race will be donated by the Badgers to the District 37 Legal Defense fund in memory of Mike Tracy

• 10% Trophies - each day, plus special trophies for 2 day overall winners in each class based on total points earned both days. In case of tie best finish on second day prevails.
• Motocrossers Welcome!
• Entry Fee: $17.00 one day or $32 for both days
• No 3 wheelers Allowed.
• No Under 16 Quad Riders.
• District 37 Points Event
• AMA Membership Required.
• Spark Arresters Required.

Kids Event Saturday (Free)

Two Row Start for Sen/Mag, Ex, Am

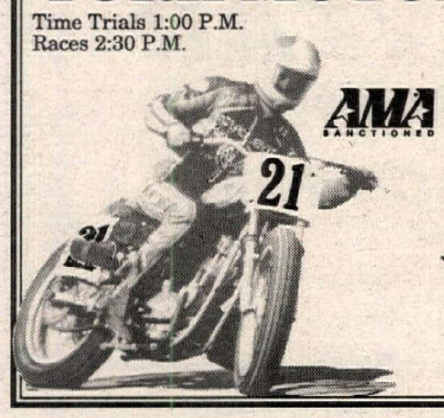
	9:00	10:30	12:00	1:30
Sat -A	Ex-Am Sen-Mag	Sup. Sen. Wmn-Mini-All	Ex-Am Vets-All	Ex-Am 125,500,250
Sat - B	Nov-Beg Sen-Mag	Quads All	Beg-Nov Vets-All	Nov-Beg 250

Two Row Start for Sen/Mag, Ex, Am

	8:00	9:30	11:00	12:30
Sat -A	Nov-Beg Sen-Mag	Quads All	Beg-Nov Vets-All	Nov-Beg 125,500,250
Sat - B	Ex-Am Sen-Mag	Sup. Sen. Wmn-Mini-All	Ex-Am Vets-All	Ex-Am 125,500,250

For Further Information Contact:
Tom Edmonds (818) 894-1452 John Tompkins (714) 894-2821 Dick Postma (805) 944-1894

YORK MOTORCYCLE CLUB
Time Trials 1:00 P.M.
Races 2:30 P.M.



AMA SANCTIONED

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The Southern California Motocross Championship
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WORLD CHAMPIONSHIPS
May 14 & 15, 1994
Perris Raceway CA
INFO: 714-692-3404

Old Timers MX Association Race Schedule

Sat., April 30	MX	Perris Raceway
Sun., May 8	MX	Glen Helen
Sun., May 15	MX	L.A. County Raceway

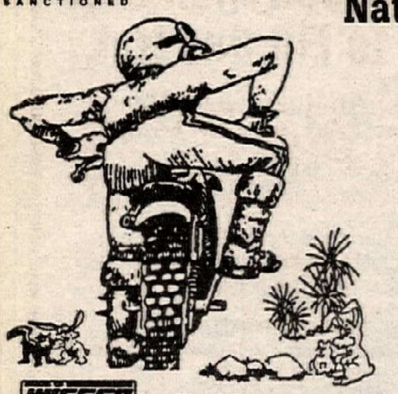
For Information Call (714) 633-9503

SRA GP California Schedule
Members / Non Members
May 22 Glen Helen
June 26 Glen Helen
July 31 Carlsbad
Info (714) 957-2985

HUNT MOTO PARK
Hunt, New York
5th Annual DUNLOP Day
SUNDAY, MAY 8
Natural Terrain MX Track
Info call: (716) 476-2697
Sponsored by Dunlop Tire Co.

AMA SANCTIONED

WISECO/YAMAHA/DUNLOP/ITP
National Cross Country Series



April 21/22 (Round 6)
BOYERS - Boyers, PA
50 miles north of Pittsburgh,
I-79 to I-80 east to Rt. 308 S

June 4/5 (Round 7)
LAUREL RIDGE - Laurelville, OH
One mile east of Laurelville on Rt. 56

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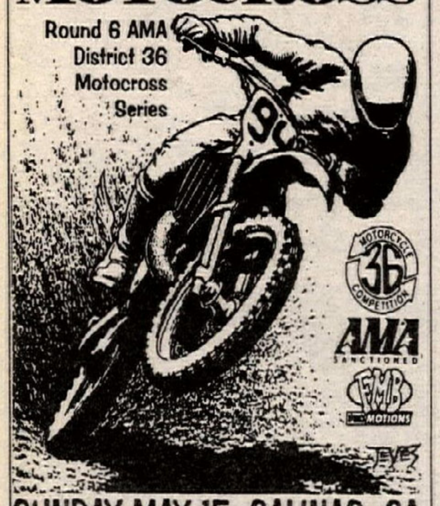
Track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes Rider; spectators $4.00

Salinas Ramblers
LAGUNA SECA MOTOCROSS
Round 6 AMA District 36 Motocross Series



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National Motosport Association

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Sun., May 15 - Double Cross Racing
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Both tracks watered and prepped by Karl Scanlan
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MOTOWEST RACING ENTERTAINMENT

Sat., May 7	Open Practice	Hollister Hills
Sun., May 8	MX (NMA Ponca Qualifier)	Hollister Hills
Sun., May 22	MX (NMA Ponca Qualifier)	Hollister Hills
Sat., May 28	Open Practice	Hollister Hills

Info (408) 223-8168 or (408) 637-2073
MOTOCROSS RACING AT ITS FINEST

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Motorcycle Asphalt Racing Series
5/21 Myrtle Beach, SC
6/10 Columbus, OH
10/1 Asheville, NC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
4/30-5/1 Death Valley, CA
5/15 Gorman, CA
5/22 Hemet, CA
6/11-12 Lake Isabella, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
7/24 Kennedy Meadows, CA
8/7 Mojave, CA
8/20-21 Huntington Lake, CA
9/11 Saugus, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
10/23 Anza, CA
11/6 Hesperia, CA
11/25-26 LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
Info 818/249-2141

CMMC Mini Nationals
8/20-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

Bounty Hunter Stadiumcross Series
5/7 Los Banos, CA
5/14 Los Banos, CA
5/21 Los Banos, CA
5/28 Los Banos, CA
7/2 Los Banos, CA
7/4 Los Banos, CA
7/9 Los Banos, CA
7/16 Los Banos, CA
7/23 Los Banos, CA
7/30 Los Banos, CA
8/6 Los Banos, CA
8/13 Los Banos, CA
8/20 Los Banos, CA
8/27 Los Banos, CA

WIMSA MX Series
5/7 Moreno Valley, CA
Info 909/659-4754

WIMSA Ladies MX World Cup
5/29 Oklahoma City, OK
Info 909/659-4754

APRIL

S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

MAY

S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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April 29-30

TEXAS SPORT TOURING
Honda Sport Touring Assoc, Texas Hill Country. Info: 817/467-3189.

Fri, April 29

CALIFORNIA DIRT TRACK
W.S.D.R.A./AMA Pro-Am, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS
W.S.D.R.A., AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.

CALIFORNIA TT MARATHON
Sand Hill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.

MICHIGAN MOTOCROSS
Milan Cycle City, Milan. Info: 313/289-2100.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.

TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

April 29-May 1

NORTH CAROLINA DRAG RACE
• AMA/Prostar, Spring Nationals, Rockingham Dragway, Rockingham. Info: 205/852-1101.

April 30-May 1

CALIFORNIA MOTOCROSS
Sound of Thunder Four Stroke MX National Championship Series, Rnd 1, Prairie City OHV, Sacramento. Info: 909/985-1287.

CALIFORNIA DUAL SPORT
AMA D-37/Countdown/Calif. Trail Rides, Death Valley 250, Lone Pine. Info: 818/348-8381.

CALIFORNIA POKER RUN
BLM/La Rana Desert Racing/B.F. Goodrich/AXO Sport, Barstow. Info: 619/252-3093.

CALIFORNIA GRAND PRIX
Shamrocks M.C., AMA/D-37, Sunrise G.P., Sunrise Cycle Park, Adelanto. Info: 310/376-1329.

FLORIDA ROAD RACE
• AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.

IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., AMA area qualifier, Lamoni. Info: 515/784-6121.

Sat, April 30

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA MOTOCROSS
AMA D-36/Dirt Diggers North M/C, Central Cal. Spring Series, Rnd 5/Hangtown National Sportsmen Day, Prairie City SVRA, Sacramento. Info: 916/962-3760.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Night Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA MOTOCROSS
Old Timers MX, Perris Raceway, Perris. Info: 714/633-9503.

CALIFORNIA SHORT TRACK
• AMA, Dist. 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.

CALIFORNIA MOTOCROSS
• Shane Trittler Pr[illegible] astaic Lake Motoc CANCELED Lake. Info: 805/294-0020.

CALIFORNIA SHOW AND SWAP MEET
Mountain Motorsports, 2nd Annual Vintage Japanese M/C Show and Swap Meet, Ontario. 909/988-8988.

CALIFORNIA MOTOCROSS
CMA/Wendy's, Wendy's Lil Okie Spring Series, Lil Okie Raceway, Madera. Info: 209/673-8080.

FLORIDA MOTOCROSS
South Florida MX Championship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

KENTUCKY MOTOCROSS
• Edmonson MX/Adventure Sports, Edmonson County Raceway, Brownsville. Info: 502/286-8334.

MARYLAND DIRT TRACK
Baltimore County Trail Riders/AHRMA National, Pro-Am, Budds Creek Speedway, Budds Creek. Info: 410/692-2753.

MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA VINTAGE SHOW & SWAP MEET
Missoula County Motorcycle Show & Swap Meet, Missoula County Fairgrounds, Missoula. Info: 406/542-2808.

NEVEDA HARE N HOUND
AMA National, Wells to Wendover. Info: 208/342-3910 or 702/753-4569.

NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.

NORTH CAROLINA HARE SCRAMBLE
SE&TRA Speedway 100 Hare Scramble, Charlotte. Info: 704/872-1820 or 704/483-6833.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

OHIO MOTOCROSS
Delta Raceway, Delta. Info: 313/289-2100.

OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series Rnd 2, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA SUPERCROSS
Evansville Raceways Inc, Berwick. Info: 717/759-2841.

PENNSYLVANIA MOTOCROSS
• AMA/Dist. 5, Racer Productions, High Point Raceway, Mt. Morris. Info: 304/594-1157.

Sun, May 1

CALIFORNIA DUAL SPORT
AMA District 36/Ridge Runners MC of Santa Cruz, Watsonville. Info: 408/475-3619.

CALIFORNIA SHORT TRACK
Outlaw, Sand Hill Ranch, Brentwood. Info: 510/516-2217.

CALIFORNIA MOTOCROSS
• CMA, Sand Hill Ranch, Brentwood. Info: 209/524-7013.

CALIFORNIA ROAD RACE
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

CALIFORNIA ENDURO
AMA/D36, Championship and Family enduro, California Enduro Riders Assn., Eldorado National Forest, Georgetown. Info: 510/462-6824.

CALIFORNIA MOTOCROSS
• AMA Pro Racing/Dirt Diggers North MC, Inc., 125/250 National, Rnd 2, Sound of Thunder, Rnd 1, Praire City SVRA, Sacramento. Info: 916/923-BASS.

CALIFORNIA MOTOCROSS
• CMC Spring Classic, CMC event - CRC membership honored, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS
CMC, Spring Classic Nationals, Rnd 3-So., L.A. County Raceway, Palmdale. Info: 619/246-7262.

CALIFORNIA OBSERVED TRIALS
American Trials Association, 24th Annual El Trial de Espana, Perris Raceway, Perris. Info: 213/259-6631.

COLORADO ROAD RACE
• Motorcycle Roadracing Assoc., Mountain View Motorsport Park, Longmont. Info: 303/530-5678.

COLORADO MOTOCROSS
MEM/SRAC, Aztec Raceway, Colorado Springs. Info: 303/988-7722.

FLORIDA ENDURO
SE&TRA Battlefield Enduro, Olustee. Info: 904/731-8844 or 268-5968.

IOWA HARE SCRAMBLES
AMA/Iowa Enduro Riders Assoc., IERA Seris, Stratford. Info:515/795-3440.

ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.

ILLINOIS TRIALS
Lincoln Trail Motosports, Casey. Info: 217/932-2041.

ILLINOIS HARE SCRAMBLE
King City Dirt Riders, Mt. Vernon. Info: 618/244-5299, 618/244-3846 or 618/242-7956.

KANSAS MOTOCROSS
• K.O.R.R., Sprockets II MX, Derby. Info: 316/636-5113.

KANSAS MOTOCROSS
• K.M.S.A., Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

KENTUCKY MOTOCROSS
AMA, Little Caesars Bluegrass Spring

Championship, London. Info: 606/877-1364.

LOUISIANA SHORT TRACK
• Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.

MASSACHUSETTS ENDURO
NETRA Championship Series, John Monahan, Freetown. Info: 203/875-5757.

MISSOURI ENDURO
Black Jack, Chadwick. Info: 417/345-6211.

NEW YORK MOTOCROSS
Claverack Motocross/AMA Dist 34, Claverack MX Track, Claverack. Info: 518/828-6149.

NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.

NORTH CAROLINA HARE SCRAMBLES
Mid-East Series, Stateline Motorcycle Club, Yamaha Challenge, Shelby. Info: 704/484-9000 or 704/937-9177.

NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Inc., Marshall. Info: 704/645-3097.

OHIO MOTOCROSS
Dist. 11/Treaty City Motorcycle Club, Coreenville. Info: 513/548-7197.

OHIO MOTOCROSS
CRA, Western Reserve, Salem. Info: 216/337-8077 or 337-8005.

OHIO MOTOCROSS
Midwest Racing Association, Ohio State Championship and Suzuki Tri-State Challenge, Delta Raceway, Delta. Info: 313/289-2100.

OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.

OREGON CROSS COUNTRY
Monkey Butt by Nora M.C., OMRA Series Points event, Tillamook State Forest, Portland. Info: 503/648-2465.

PENNSYLVANIA MOTOCROSS
• Trail-Way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA MOTOCROSS
AMA/Flying Dutchmen Motorcycle Club, Inc., R&J Trophy Day, Pine Grove. Info: 717345-6340 or 345-8734.

PENNSYLVANIA HARE SCRAMBLES
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

PENNSYLVANIA MOTOCROSS
• AMA/Tucker Rocky Championship Series, Bushkill Valley MX Park, Easton. Info: 908/752-7305.

PENNSYLVANIA MOTOCROSS
• AMA/Dist. 5, Racer Productions, Team Green Spring Series, High Point Raceway, Mt. Morris. Info: 304/594-1157.

PENNSYLVANIA ROAD RACE
Mechanicsburg Sports Car Center, New Bloomfield Kart Track, Mechanicsburg. Info: 717/697-0952.

PENNSYLVANIA DUAL SPORT
E.C.E.A. Dual Sport Series; Valley Forge Trail Riders, Brandonville. Info: 215/836-5290.

SOUTH DAKOTA MOTOCROSS
• South Dakota/Iowa Motocross Series, Saddleback Park, Sioux Falls. Info: 605/362-0267.

TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.

TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Lake Whitney Cycle Ranch, Whitney. Info: 817/695-2901.

VIRGINIA HARE SCRAMBLES
Blue Ridge Cycle Club, Blue Ridge, Martinsville. Info: 703/632-5931.

VIRGINIA MOTOCROSS
• AMA Pro-Am, Pro Sports, Wytheville. Info: 804/792-5355.

WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WASHINGTON MOTOCROSS
Motocross Northwest, Washougal Motocross Track, Washougal. Info: 503/673-1671.

Tues, May 3

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

Wed, May 4

CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.

CALIFORNIA SPEEDWAY
U.S.A., Glen Helen Speedway, Glen Helen OHV, San Bernardino. Info: 909/880-1733.

Thur, May 5

CALIFORNIA SPEEDWAY
U.S.A., Lake Perris Speedway, Lake Perris Fairgrounds, Lake Perris. Info: 909/384-9342.

May 6-8

WASHINGTON ROAD RACE
WMRRA, Seattle International Raceway, Spring Cycle Classic, Kent. Info: 206/972-4499.

Fri, May 6

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA DIRT TRACK
W.S.D.R.A./AMA Pro-AM, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SHORT TRACK
Indoor mini bike, San Jose Speedway, San Jose. Info: 408/224-4412.

CALIFORNIA SHORT TRACK
FAST [illegible] POSTPONED [illegible]adera. Info: 408/4[illegible] 2068.

CALIFORNIA TT
Int'l Sport Promotions, Willow Springs, Rosamond. Info: 818/360-5882.

CALIFORNIA TT MARATHON
Sand Hill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.

CALIFORNIA MOTOCROSS
CMA/Wendy's, Wendy's Lil Okie Spring Series, Lil Okie Raceway, Madera. Info: 209/673-8080.

INDIANA SHORT TRACK
Fast Track Racing, Inc., Sportsman Motorcycle Club, District 15, Brazil. Info: 219/426-5528.

MICHIGAN MOTOCROSS
Midwest Racing Association, Milan Cycle City, Milan. Info: 313/298-2100.

NEVADA MOTOCROSS
On Trac Events, Silver State Raceway, Carson City. Info: 702/267-4392.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Eizabeth City. Info: 919/335-7412 or 804/489-2797.

TENNESSEE MOTOCROSS
• Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS
Terry D. Cordray/Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

May 7-8

CALIFORNIA DUAL EURO SCRAMBLES
D-37/Badger's M.C., Teagle Wash, Red Mountain. Info: 818/894-1452.

NEVADA MOTOCROSS
• Northern Nevada Cycle Assoc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.

OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds, Marion. Info: 614/596-2057.

PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info: 412/726-5494.

WISCONSIN BIKE SHOW
Great Lakes Dragaway, Bike show, drags and swap meet, Union Grove. Info: 414/878-3783

Sat, May 7

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.

ARIZONA MOTOCROSS
• GFI Arizona, NMA Ponca City qualifier, Mountain View Raceway, Tucson. Info: 602/437-5767.

CALIFORNIA MOTOCROSS
W.I.M.S.A., Starwest Supercross Park, Moreno Valley. Info: 909/659-4754.

CALIFORNIA MOTOCROSS
• Rojo Productions/Saturday Night Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 3-No., Marysville Riverfront Track, Marysville. Info: 619/246-7262.

CALIFORNIA SHORT TRACK
• AMA Dist 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.

CALIFORNIA DIRT TRACK
AMA/Int'l Sport Promotions, Willow Springs, Rosamond. Info: 818/360-5882.

CALIFORNIA SPEEDWAY
U.S.A., Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

CALIFORNIA STADIUMCROSS
CMA, Bounty Hunter Stadiumcross Series, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS
Racing Enterprises, Commotion Warm-Up, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/994-2884 or 623-6038.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.

INDIANA MOTOCROSS
J&S Racing, Chrisney City Park, Chrisney. Info: 812/897-0629.

INDIANA SHORT TRACK
• Fast Track Racing, Inc./Fast Masters, Inc., Pro-Am fifth mile concrete, Major Taylor Velodrome, Indianapolis. Info: 219/426-5528.

KENTUCKY MOTOCROSS
• Edmonson MX/Adventure Sports, Edmonson County Raceway, Brownsville. Info: 502/286-8334.

MISSOURI MOTOCROSS
NMA, NMA Ozark reg. qualifier, Sprout Patch MX, Billings. Info: 918/451-7223 or 451-7227.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

NORTH CAROLINA MOTOCROSS
Richard Clippard, Wilkes County Motocross Park, Lenoir. Info: 704/758-4342.

NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morganton. Info: 704/584-8519.

NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.

OHIO MOTOCROSS
AMA/Action Sports Promotions, Inc., Nelsonville. Info: 614/594-MOTO.

OHIO MOTOCROSS
Midwest Racing Association, Delta Raceway, Delta. Info: 313/298-2100.

OKLAHOMA ROAD RACE
HRRC/MCRA, Sprints, Hallett GP, I-44 Challenge & 100K, Hallett Motor Racing Circuit, Hallett. Info: 918/446-6657.

OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series Rnd 3, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX track, Woodland. Info: 503/254-6520.

PENNSYLVANIA SUPERCROSS
• Evansville Raceway, Inc., Berwick. Info: 717/759-2841.

PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info:814/683-5655.

PENNSYLVANIA MOTOCROSS
• AMA/Dist. 5, Tucker Rocky/Team Green Sprint Series, Challenger Raceway, Indiana. Info: 412/726-5494.

SOUTH CAROLINA MOTOCROSS
• Chris Boyd, Low Country MX, Hardeeville. Info: 803/757-4226.

TENNESSEE MOTOCROSS
• AMA/I-40 Motocross, Hot Summer Nights, Lenoir. Info: 615/573-5425.

WEST VIRGINIA MOTOCROSS
• Reedsville Volunteer Fire Dept., Reedsville. Info: 304/864-6193.

Sun, May 8

CALIFORNIA MOTOCROSS
Motowest Racing, NMA Ponca City qualifier 1, Hollister Hills G.P. Track, Hollister. Info: 408/223-8168 or 637-2073.

CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 4-So., Barona Oaks Raceway, Ramona. Info: 619/246-7262.

CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, Dunestown Series, San Bernardino. Info: 805/272-8889.

CALIFORNIA RALLY
Monterey Bay Classic European Motorcycle Club, 11th Annual Rally of European Motorcycles, Santa Cruz Co. Fairgrounds, Watsonville. Info: 408/424-5265 ro 394-7346.

We're Looking for a Few Good Men and Women to Fill this Hat.

Become a California Motorcycle Training Instructor. It's a rewarding part-time job for qualified individuals.

Both novice and experienced rider training courses are offered by this California Highway Patrol administered program.

To qualify as instructors, candidates must successfully pass a three-weekend instructor preparation course.

If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.

Goshen Iron Horseman

Presents

PROFESSIONAL HILLCLIMB

$1,100.00 PURSE

AMA **MAY 15** AMA

1:00 PM

Iron Horseman Clubgrounds
Goshen, IN
2-1/2 miles east of S.R. 13 on S.R. 120
For More Information
219/674-8061 or 219/293-3398
Concessions Served

GLEN HELEN

EVENT CALENDAR

Sun., May 1	Motocross Practice – GP and MX
Wed., May 4	Speedway Season Opener "Pin Night"
Sat., May 7	Micro Sprint Races
Sun., May 8	CRC MX
Wed., May 11	Speedway – "Decal Night"
Sun., May 15	Motocross Practice – GP and MX
Wed., May 18	Speedway – "T-Shirt Night"

WHAT'S HAPPENING
★ Speedway Season Opener May 4 ★
Free collectors series Glen Helen Speedway Pins to first 1000 fans at season opener.

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)

Thurs.	NATIONAL GP & VINTAGE MX	8 a.m.-5 p.m.
Sat.	NATIONAL GP	8 a.m.-12 p.m.
	VINTAGE MX	8 a.m.-5 p.m.
Sun.	VINTAGE MX	8 a.m.-5 p.m.

*NO MX PRACTICE

Track Watered and Prepped for Each Practice
Track Re-Prepped from 1 p.m.-2 p.m.

RACE HOTLINE: (909) 880-1733

CRC California Race Schedule

100% PRO PAYBACK

Sun., May 1	CMC (Spring Classic)	L.A.C.R.
	CMC Event - CRC Membership Honored	
Sun., May 8	CRC MX (Dunestown Series)	Glen Helen
Sun., May 15	CRC MX (Dunestown Series)	L.A.C.R.
Sun., May 22	CRC MX (Dunestown Series)	Sunrise
Sun., May 22	AHRMA MX (Separate Track)	Sunrise

CRC Info (805) 272-8889

DISTRICT 37 AMA COMPETITION

District #37 Referee
Jesse Ellico
(818) 303-1177
Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
April 30, May 1	Shamrocks M.C. Location: Sunrise G.P. Info: (310) 376-1329	Gran Prix
May 7,8	Badgers M.C. Location: Red Mountain Info: Dick (805) 944-1894	Dual Euro Scrambles
May 15	V.C.M.C. Location: Ballinger Canyon Info: Rick (805) 647-8745	Enduro
May 22	Checkers M.C. Location: Lucerne Valley Info: Richard (310) 431-1427	Hare & Hound
May 28,29	Lost Coyotes M.C. Location: Red Mountain Info Larry (805) 946-1646	Dual Euro Scrambles

Dual Sport Schedule Info (818) 249-2141

Date	Club	Event
April 30, May 1	Countdown "Death Valley 400" Start: Lone Pine, CA Info: Jerry (818) 348-8381	Dual Sport
May 15	CTR "Frazier Mtn. 100" Start: Hungry Valley Rd @ I-5 Info: Larry (714) 992-9291	Dual Sport
June11,12	Dual Dogs "Sequoia Senic Challenge" Start: Lake Isabella, CA Info: Damon (818) 701-1913	AMA Nat'l Dual Sport

Half-Mile FLAT TRACK

Motorcycle Races

SATURDAY MAY 14, 1994

WESTERN MONTANA FAIRGROUNDS
Missoula, MT

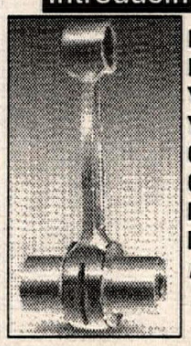
Classes:
Open Pro-Am
250-500 Pro-Am
Open Pro Twin
Vintage Single
Vintage Twin
Amateur Open
250 Amateur
80cc Mini Bike

AMA

For more info:
1-800-544-8714

$1000 to Win Open Pro

Introducing Hot Rods



RM125	81-93	Kits Available $79.00
RM250	84-93	
YZ125	86-93	
YZ250	Soon	
CR125	84-87	Crank Rebuild $125.00
CR250	86-93	
KX125	79-87	92-94
KX250	83-93	

Dealer Inquiries Invited
518-851-7184
FAX 518-851-2533

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CANADA MOTOCROSS
Midwest Racing Association, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

COLORADO MOTOCROSS
RMP/SRAC, Mad Max Raceway, Erie. Info: 303/988-7722.

CONNECTICUT MOTOCROSS
New England Sports Committee, Central Village. Info: 413/772-0685.

IDAHO MOTOCROSS
Fossil Bowl, Dexter Invitational, Clarkia. Info: 208/245-3608.

ILLINOIS TRIALS
Rock River Riders M.C., Polo. Info: 815/232-2731.

IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., Lamoni. Info: 515/784-6121.

KANSAS MOTOCROSS
• Outlaw Motocross, Manhattan Motorcycle & Marine, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

MARYLAND MOTOCROSS
Antietam Motorcycle Club, Inc., MX and vintage MX, Hagerstown. Info: 301/797-8686 or 301/797-1607.

NEW HAMPSHIRE HILLCLIMB
AMA/Ridge Runners/New England Hill Climbers Assn., Amatuer Hillclimbing, Lebanon. Info: 413/267-4713 or 413/788-7406.

NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, Raceway Park Motocross, Englishtown. Info: 908/446-7800.

NEW YORK HARE SCRAMBLES
• AMA/N.Y. State Championship, T&P Moto Park, Little Genesee. Info: 716/928-2837.

NEW YORK MOTOCROSS
• Walden Playboys MX, AMA sanctioned, Wallkill. Info: 914/635-9455.

NEW YORK MOTOCROSS
• AMA Dist 3, Broome Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.

NEW YORK MOTOCROSS
• W.N.Y.S.C., Dunlop Day, Hunt Moto Park, Hunt. Info: 716/476-2697.

NORTH CAROLINA MOTOCROSS
• AMA District 29, Devil's Ridge MX, Sanford. Info: 919/776-2412.

OHIO HARE SCRAMBLES
CRA/Salem Motorcycle Club, Salem Motorcycle Clubgrounds, Salem. Info: 216/427-6645.

OHIO MOTOCROSS
• Kenworthys GP Club, Inc., Traditional Grass Race, Troy. Info: 513/335-4763.

OHIO MOTOCROSS
CRA, Ohio International, Ravenna. Info: 216/369-5993.

OHIO ENDURO
AMA/Dist. 11/C.E.R.A., Chiccicothe. Info: 614/775-4694 or 775-9777.

OHIO HARE SCRAMBLES
CRA, Salem M.C. Clubgrounds, Salem. Info: 216/482-2971 or 216/427-6645.

OKLAHOMA MOTOCROSS
• Northdale Motoplex, Rolond. Info: 918/427-3983.

OKLAHOMA MOTOCROSS
RBH, Inc., NMA qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS
AMA, District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.

TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, NMA Ponca City qualifier, Coalmont. Info: 615/692-2360.

VIRGINIA MOTOCROSS
AMA Pro-Am Series, Lake Sugartree, Axton. Info: 804/792-5355.

WASHINGTON SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Kingdome, Seattle. Info: 714/254-3001.

Mon, May 9

NORTH CAROLINA MOTOCROSS
AMA, Dist 29, Devil's Ridge MX, Sanford. Info: 919/776-2412.

Tues, May 10

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

Wed, May 11

CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.

CALIFORNIA SPEEDWAY
U.S.A., Glen Helen Speedway, Glen Helen OHV, San Bernardino. Info: 909/384-9342.

Thur, May 12

CALIFORNIA MOTOCROSS
CMC, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SPEEDWAY
U.S.A., Lake Perris Speedway, Lake Perris Fairgrounds, Lake Perris. Info: 909/880-1733.

May 13-15

SOUTH CAROLINA SPORT TOURING
Honda Sport Touring Association, South Carolina Rally and Party, South Carolina Curvies. Info: 803/781-4293.

Fri, May 13

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK
Indoor mini bike, San Jose Speedway, San Jose. Info: 408/224-4412.

CALIFORNIA TT MARATHON
Sand Hill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.

CALIFORNIA MOTOCROSS
CMA/Wendy's, Wendy's Lil Okie Spring Series, Lil Okie Raceway, Madera. Info: 209/673-8080.

MICHIGAN MOTOCROSS
Midwest Racing Association, Milan Cycle City, Milan. Info: 313/298-2100.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Eizabeth City. Info: 919/335-7412 or 804/489-2797.

OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/482-2971 or 427-6645.

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

TEXAS MOTOCROSS
Terry D. Cordray/Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

May 14-15

ARIZONA ROAD RACE
CMRRA, 50-80cc GP, Phoenix Formula K Raceway, Phoenix. Info: 909/674-2007.

CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS/
TT SCRAMBLES
• White Bros. 4-Stroke TT Scrambles & Motocross World Championship, Perris Raceway, Perris. Info: 909/371-3434 or 714/692-3404.

CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 5-6 (Final), Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

CALIFORNIA MOTOCROSS
Racing Ent., Commotion by the Ocean VII, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Titusville. Info: 407/264-0559.

PENNSYLVANIA DUAL SPORT
AMA/Durty Dabbers, National Series, Williamson Honda, Mill Hall. Info: 717/726-3343.

OHIO MOTOCROSS
• AMA D-11/American Motosports, Inc., Vinton County Fairgrounds, McArthur. Info: 614/596-2057.

OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-4541.

TENNESSEE MOTOCROSS
AMA/Christiana Raceway, AMA area qualifier, Christiana. Info: 615/896-3245.

Sat, May 14

CALIFORNIA SHORT TRACK
Stockton Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.

CALIFORNIA MOTOCROSS
• Sound of Thunder Four Stroke MX National Championship Series, Rnd 2, Carlsbad Raceway, Carlsbad. Info: 909/985-1287.

CALIFORNIA FLEA MARKET
Abate Local 25, VFW Post #6158, Fair Oaks. Info: 916/624-8223.

CALIFORNIA MOTOCROSS
Rojo Productions/Starwest Night MX, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA STADIUMCROSS
CMA, Bounty Hunter Stadiumcross Series, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS
Shane Trittler Promotions, Super Star Cross, Castaic Lake Motocross, Lake Castaic. Info: 805/294-0020.

COLORADO SUPERCROSS
E&M/SRAC, Greeley Stadium, Greeley. Info: 303/988-7722.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.

INDIANA MOTOCROSS
• Cycle Works, Inc., Boonville. Info: 800/952-8922.

INDIANA MOTOCROSS
• Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

INDIANA SHORT TRACK
• Fast Track Racing, Inc./Fast Masters, Inc., Pro-Am fifth mile concrete, Major Taylor Velodrome, Indianapolis. Info: 219/426-5528.

MINNESOTA SHORT TRACK
D.T.R.A., Championship Series, Isanti County Fairgrounds, Cambridge. Info: 612/571-9965.

MONTANA HALF MILE
MotorSports of America, half-mile flat track, Western Montana Fairgrounds, Missoula. Info: 800/544-8714.

NEW HAMPSHIRE
VINTAGE ROAD RACE
United States Classic Racing Assoc., Inc., NHIS, Loudon. Info: 603/239-6778 or 225-0108.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

OHIO SPEEDWAY/SHORT TRACK
Bear Creek Speedway, Canton. Info: 216/837-5694.

OHIO MOTOCROSS
Midwest Racing Association, Delta Raceway, Delta. Info: 313/298-2100.

PENNSYLVANIA SUPERCROSS
• Trail-Way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA SUPERCROSS
• Evansville Raceway, Inc., Berwick. Info: 717/759-2841.

PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info:814/683-5655.

PENNSYLVANIA MOTOCROSS
AMA/Racer Production, Steel City USA, Delmont. Info: 304/594-1157.

SOUTH CAROLINA MOTOCROSS
• Chris Boyd, Low Country MX, Hardeeville. Info: 803/757-4226.

WEST VIRGINIA ARENACROSS
• Reedsville Volunteer Fire Dept., Kingswood. Info: 304/291-3038.

Sun, May 15

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA TRAIL RIDE
California Trail Rides, Frazier Mountain 100, Hungry Valley. Info: 714/992-9291.

CALIFORNIA MOTOCROSS
• Sound of Thunder Four Stroke MX National Championship Series, Rnd 3, Perris Raceway, Perris. Info: 909/985-1287.

CALIFORNIA ENDURO
Polka Dots M/C family enduro, El Dorado National Forest, Omo Ranc. Info: 707/451-1141.

CALIFORNIA MOTOCROSS
AMA D-38/Salinas Ramblers, Central Cal. Spring Series, Rnd 6, Laguna Seca MX, Monterey. Info: 408/394-6294.

CALIFORNIA MOTOCROSS
• CMA, Pioneer Speedway & Arena, Oakdale. Info: 209/847-9538.

CALIFORNIA GRAND PRIX
Double Cross Racing, Temecula Motorsports Park, Temecula. Info: 909/371-6333.

CALIFORNIA MOTOCROSS
WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS
CRC MX Dunestown Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

COLORADO ROAD RACE
Motorcycle Roadracing Assoc., Second Creek Raceway, Commerce City. Info: 303/530-5678.

FLORIDA MOTOCROSS
South Florida MX C'ship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.

GEORGIA HARE SCRAMBLE
SE&TRA Cracker 50 Hare Scramble, Maxeys. Info: 404/373-3447.

IOWA HARE SCRAMBLES
AMA/Iowa Enduro Riders Assoc., IERA Seris, Winterset. Info:515/795-3440.

ILLINOIS TRIALS
Dirt Riders, Oakley. Info: 217/877-1421.

ILLINOIS CROSS COUNTRY
UORRA, Morrison. Info: 815/778-3641.

INDIANA MOTOCROSS
• AMA District 15/Hoosier Hilltoppers M.C., Uniontown. Info: 812/522-1522.

INDIANA HARE SCRAMBLES
District 15 & 17/AMA Championship, Salt Fork Dirt Riders, Inc., Perrysville. Info: 217/446-2640.

INDIANA GRAND PRIX
• Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

LOUISIANA TT
• Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MASSACHUSETTS TURKEY RUN
NETRA, Gnarley Dude, W. Greenwich. Info: 203/875-5757.

MISSOURI MOTOCROSS
NMA, NMA Ozark reg. qualifier, Possum Hollow MX, Springfield. Info: 918/451-7223 or 451-7227.

NEBRASKA ENDURO
RMEC Championship Series, Chadron. Info: 307/742-4136.

NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.

NEW YORK HARE SCRAMBLES
NETRA Championship Series, Catra I, Fishouse. Info: 203/875-5757.

NEW YORK MOTOCROSS
Claverack Motocross/AMA Dist 34, Claverack MX Track, Claverack. Info: 518/828-6149.

OHIO RIDE
District 12 of Ohio/Glass City Motorcycle Club, Napoleon. Info: 419/666-8413/592-7123.

OHIO MOTOCROSS
Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO POKER RUN
Treaty City Motorcycle Club, Greenville. Info: 513/968-5476.

OHIO MOTOCROSS
CRA, Amherst Meadowlark, Amherst. Info:216/988-9100.

OHIO HARE SCRAMBLES
CRA, Western Reserve, Salem. Info: 216/337-8077 or 216/337-8005.

OHIO MOTOCROSS
Midwest Racing Association, Sandusky Valley Riders, Tiffin. Info: 419/447-3054.

OKLAHOMA MOTOCROSS
• Oklahoma State Championship Series, Ponca City. Info: 405/765-0192.

OREGON ROAD RACE
OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.

PENNSYLVANIA MOTOCROSS
• AMA Dist. 5/Racer Production, Tucker Rocky/Team Green Spring Series, Steel City Raceway, Delmont. Info: 304/594-1157.

TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

TEXAS SWAP MEET
Motorcycle Swap meet & show, Arlington Convention Center, Arlington. Info: 214/216-5520.

TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, 290 Motocross, Waller. Info: 713/893-4807.

VIRGINIA HARE SCRAMBLES
Tidewater Dirt Riders, Tidewater 100, Surry. Info: 804/488-6315 or 397-7586.

VIRGINIA AWARDS PRESENTATION
AMA Pro-Am Series, Birch Creek Motosports, Danville. Info: 804/792-5355.

VIRGINIA MOTOCROSS
• AMA/Birch Creek Motosports, Danville. Info: 804/792-5355 or 836-0710.

WASHINGTON MOTOCROSS
Motocross Northwest, Washougal Motocross Track, Washougal. Info: 503/673-1671.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

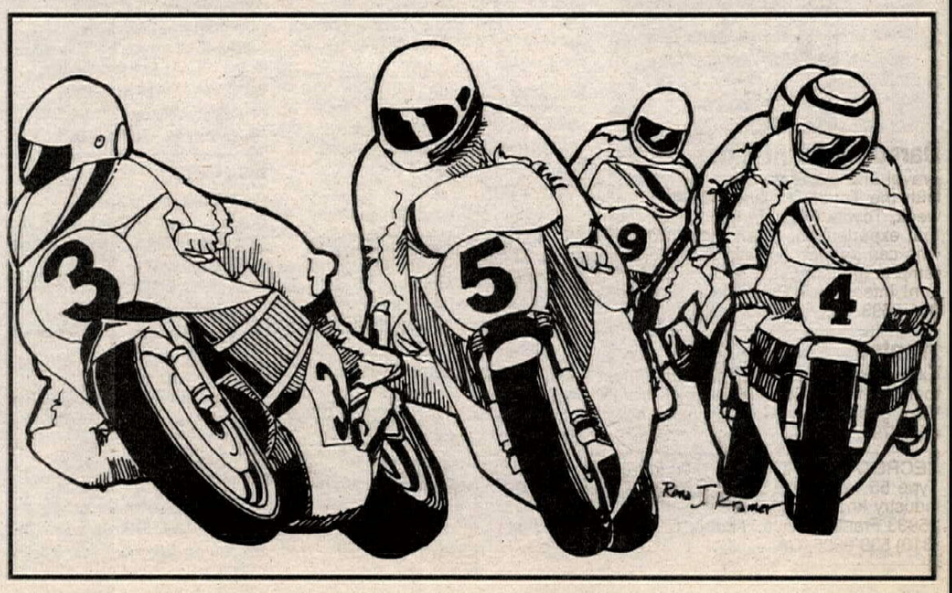
Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____



WANT ADS

HELP WANTED

R&D Technician
Entry level position available to develop new products for the motorcycle, ATV, watercraft, and snowmobile industries. Mechanical background needed with welding and fabricating skills. Mail resume to: 1230 LaLoma Circle, Anaheim, CA 92806. (201-TFN)

SALES PERSON - HAP Jones Distributing is looking for a qualified person to service motorcycle dealers over the telephone. Qualifications must include at least three years experience in the motorcycle industry. Please contact Scott Link at (408) 432-1918, ext. 45. CA. (212-TFN)

Motorcycle/Watercraft Sales & Service
Join our sales team, same southern California location for 25 years. Great opportunity. (818) 980-3715. CA. (214-TFN)

Corona Honda Motorcycles
Now open in Corona, CA. Positions open for parts manager, parts counter, mechanic and sales. Fax resume (909) 735-0206. CA. (314-17)

Motorcycle Technician
Minimum of 2 years experience in both dirt and street bikes for fast growing shop in prime location in Hampton Roads area of Virginia. Send resume and references to: G&G's Cycle Works, 13164 Carrollton Blvd., Carrollton, VA 23314 or call (804) 238-BIKE. VA. (214-17)

Assistant Parts Manager
Southern California. Experienced with Honda and Kawasaki. Ask for Lou. (619) 748-4151. CA. (215-17)

QUALITY CONTROL INSPECTOR. Immediate opening for a Q.C. Inspector. Minimum two year experience in Harley-Davidson sales or service. Good communication skills required for product reports and vendor correspondence. MMI graduate a plus. Mac a plus. $8.00/hour base. Salary commensurate with experience. Send resume: Q.C. Position, Custom Chrome, Inc., 16100 Jacqueline Court, Morgan Hill, CA 95037. CA. (216-17)

MX School Instructors Wanted...
Nation wide. Teach your territory under GSMXS's format. Must qualify. Call Gary Semics MX School. (216) 726-0147. OH. (316-19)

Harley Tech Wanted
Basic knowledge of Harley for resort area, Lake Havasu, Az. Helpful if you know other products. Call Steve at (602) 855-3119. AZ. (316-17)

Service Manager Wanted
For fast growing Harley-Davidson dealership in beautiful Pacific Northwest. Must be experienced and aggressive with good leadership and organizational skills. Excellent performance will be rewarded. Send resume to: Harley Davidson of Tacoma, 2302 Pacific Highway East, Tacoma, Washington 98424. WA. (316-17)

Wanted
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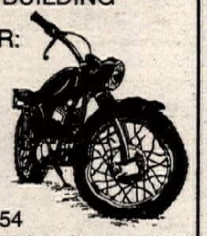

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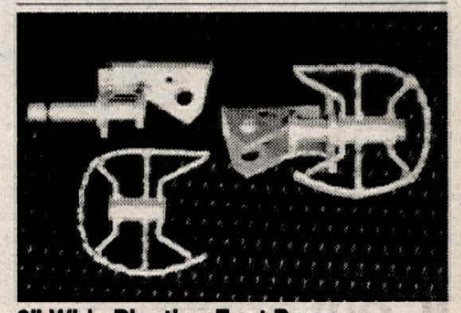

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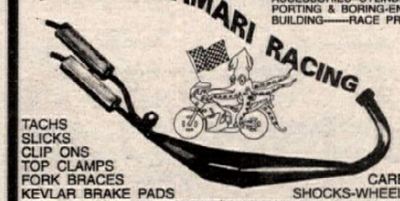

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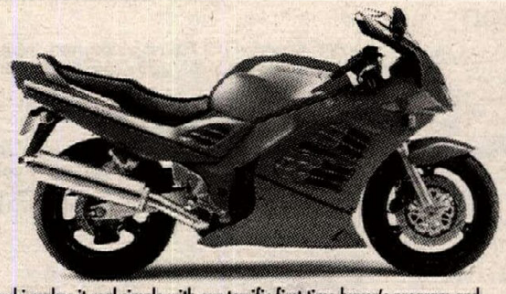

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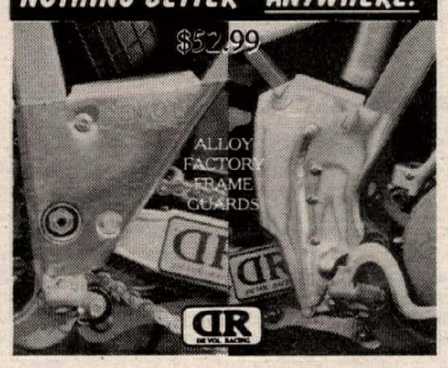

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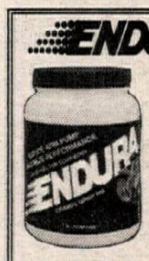

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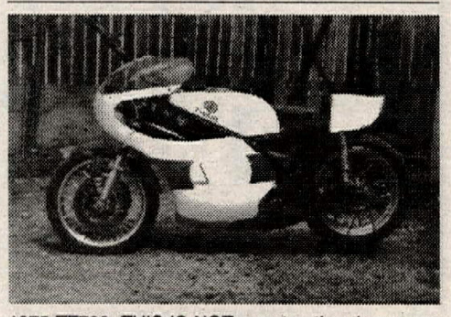

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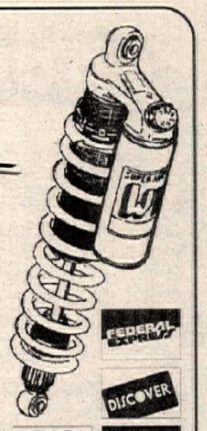

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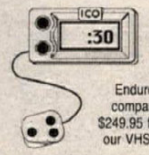

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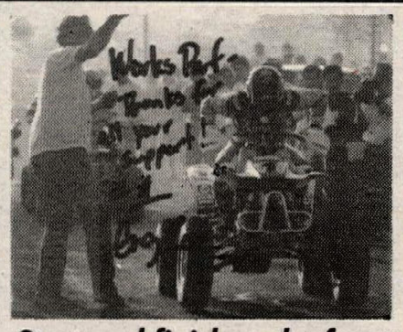

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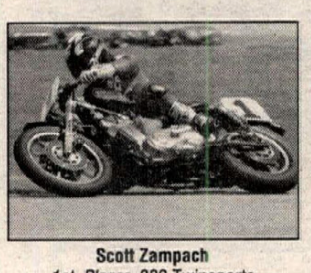
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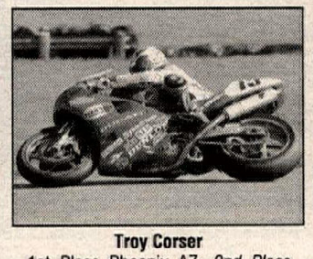
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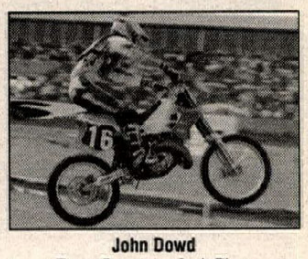
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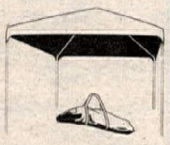

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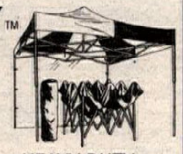

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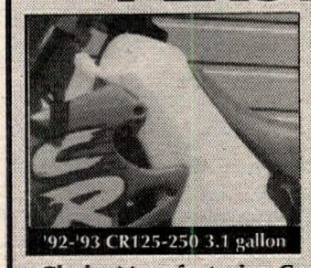
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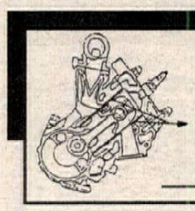

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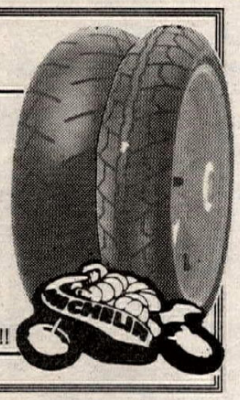

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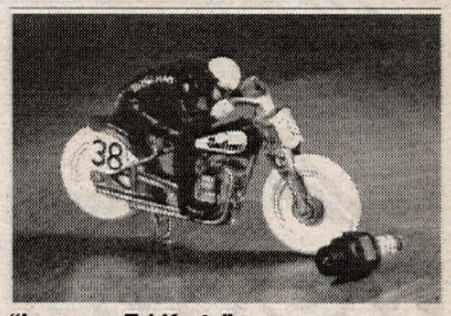

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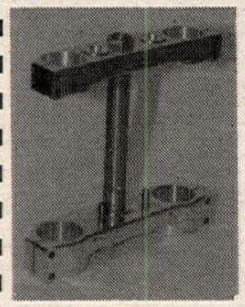

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Low hours, MS skidplate, Bark Busters, Baja headlight, 2 tanks, new tires. $2,800. Weekdays (916) 622-1512. CA. (117)

'86 Yamaha TZ250N Engine
Used one day only, spare engine, extra new cylinder, spares. $1,000. Weekdays (916) 622-1512. CA. (117)

'76 Falta Frame, 400 Motor
Like new frame, used motor parts, forks sliders. (707) 464-1416. CA. (117)

HAWK 13K TARGA fairing, Megacycle cams, Muzzy pipe. Never down or raced. $2,400. (508) 678-4580. MA. (117)

OHLIN SHOCK FOR '87 Honda CR. (508) 678-4580. MA. (117)

'94 CR250 Engine New
Complete with ignition and carb. Never run. $2,450. (904) 387-3128. FL. (117)

WANTED '85-'86 SUZUKI 1150E w/wo motor. (518) 853-3969. NY. (317)

1993 Yamaha YZ80
Less engine, pipe, ignition, cooling (gone kart racing). Low hours when complete. Clean. Excellent candidate for XR100 Barnburner mod, or? $975. (415) 494-7285. CA. (117)

Suzuki RG500 Gamma
Excellent condition, never raced, Louisiana title. $4,000. (318) 779-3338. LA. (117-18)

★Andtech Graphics★
Fender, swingarm decals. (310) 633-8500. CA. (115-19/EOI)

Attention TZ Racers
If you are tired of riding a slow 250 and are contemplating sending your engine to someone to bondo and weld up your cases. Think twice. We build Jimmy Filice's 250. We can build yours too. Call us and start winning. Ask for Ed Toomey at RossBaron Co. (916) 635-2188. CA. (215-19/EOI)

WOODS ROTAX clean fresh motor, Showa, Works, everything goes. $6,000. Lee McAnally, eves (918) 437-4657. OK. (317-19)

'94 Honda CR250
Race Tech Gold valve, Varner, low hours, Renthal sprockets, Regina chain. $3,800. Leave message (310) 902-0807. CA. (317-18)

Honda CR Goodies
Marzocchi fork $700, Ohlin shock $375, Pro-Taper with triple clamp, braking system complete kit, Pro-Circuit muffler, stock rear shock, rear wheel with new Dunlop tire. '93 top end. Leave message (310) 902-0807. CA. (317-19)

UNIC STEERING STABILIZER and bracket for Kawasaki KX. $200. (818) 914-5140. CA. (317)

'92 GSXR600/'86 GSXR750 Racebikes
GSXR600 racebike: 49 state, supersport/superstock legal. D&D, Works Performance, Factory, Airtech, more. 90 rear wheel bhp on dyno. $4,500/offer. Two 1986 GSXR750 racebikes, one racer, one spare. Smoothbores, Yoshimura, Ohlins, more. Mostly complete spare bike included in low $2,500 price. Good homes only. (805) 549-9256. CA. (317-21/EOI)

'78 Ducati 500 Desmo Sport
290 original miles. Rare. Mint. (616) 949-6776. MI. (317-18)

YOYODYNE'S NUTS are titanium. So are our tapered allen head bolts and trick dished hex washer head bolts. For race winning titanium call (908) 245-0632. NJ. (317-20)

1992 Ducati 900SS
Perfect condition, 3,300 miles, 1/2 fairing, Satintune exhaust, carbon fiber rear fender, vented clutch, relocated oil cooler, carb kit, 39T R/S, recent valve adjustment, $7,800. (208) 523-2156. ID. (317-19)

1990 FZR1000 Front End
Complete with master cylinder, calipers, fender, bars, levers and more, $450. Also have front wheel $150, all mint condition. (408) 721-6373. CA. (317-18)

600 Wood Rotax
Top notch, fresh, fast, dyno tested. Asking $5,800. (518) 829-7089. NY. (317)

1994 250cc KX KLX used $3,995, $4,295. (805) 399-8208. CA. (317-19)

1991 851 Ducati Superbike
Mint condition. Ferracci carbon exhaust, euro chip, fresh Metzelers. All records. Runs perfect, always garaged. $8,950. Anytime (408) 464-8764. CA. (317-18)

Wanted Kawasaki ZX-11 Engine
'90-'94. Complete bike, wreck, or engine only. Call Jessie (713) 442-6567. TX. (117)

C&J Frame for 350XL Honda
Wanted. (215) 923-3714. PA. (117-18)

HONDA RS125 1989 and spares, ready to race, in excellent condition, $4,300. Call (713) 3333-4966 or (713) 480-7646. TX. (117-18)

'93 XR650L
Excellent condition, low miles, extras, $4,000. 1983 Tioga 20', Ford 460, 65,000 miles, good condition. Must see. $12,800. (818) 286-4369. CA. (117/P)

KTM Four Stroke Frame
'83 thru '85 $125, will ship. Evenings (714) 979-3137 or days (714) 546-7146. CA. (317)

'87 FZR750 Super Trick
Completely reworked and fresh YZF750SP bodywork, Wiseco-Kipp superbike engine, 38mm Mikunis, Suzuki forks, 3.5x17 front, 6.0x17 rear wheel, carbonfiber everything, Dutchman exhaust, super clean, everything new, professionally built. $5,000 (neg.) (216) 357-6644. OH. (317-22)

'93 KTM 250 EXC
Mint, extras, set up and mods by Malcolm Smith. Ridden 2 weeks. Steal at $3,875. Call Mark Mitchell. Days (714) 833-5736, eves (714) 248-9913. CA. (317-18)

'86 Ford Box Van
Air, cruise, 77k miles, new tires, brakes, custom interior, $10,500/obo. (315) 853-3134 nights. NY. (317)

F-2 '92 TANK perfect $175, complete rear wheel $200, front rotors $175, 900RR wheel set complete. 900RR plus F2 CDI box $125 each, FZR1000 frame with title, plus body work red/white '89 plus more 900RR and F2 parts. We buy salvage. (407) 723-4772. FL. (317)

RVF750RR
Available at Camden Honda. Still in crate. Ask for Jim or Dan. (408) 377-8780. CA. (317-20)

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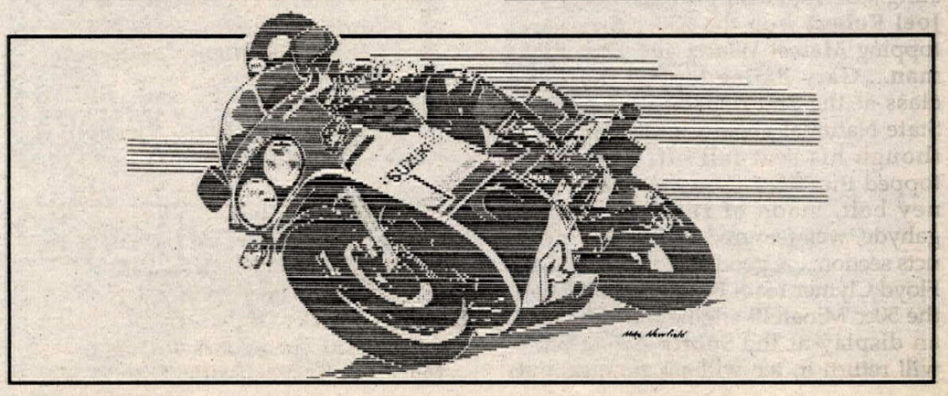
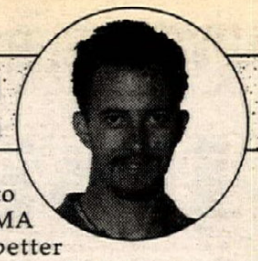
Excellent condition, low hours, looks and runs perfect. $3,450. (818) 969-0452. CA. (317)



FINAL MOTO

By Chris Jonnum



The salaries of factory motocross riders are not common knowledge, a fact that rarely disturbs me. Normally, I'm more concerned with which rider is the best racer, than who is the better negotiator. What a rider makes is between him and his employer, and as far as I'm concerned, that's the way it should be. That said, I think I'd be fairly safe in guessing that when former National Motocross Champion Jeff Emig did his taxes this April, he entered a six-digit figure on the line, "total annual income." (Okay, so Emig probably doesn't do his own taxes; you get the idea).

After Emig gave Team Kawasaki's Mike LaRocco a boot to the head in front of 26,561 fans at the San Diego Supercross last February, AMA referee Ron Crandall punished him with a whopping $1000 fine. Guesswork aside, I *know* that Emig pulled in $1100 for his 10th-place finish in that race. (That's from the AMA purse alone; he probably made more from his sponsors). Suffice it to say that I don't think Crandall's penalty will put Emig in a homeless shelter anytime soon.

Emig is one of my favorite riders, and it is not my intent to bash him in this column. Seconds before the kicking incident, LaRocco had blatantly taken him out, no doubt costing him at least four positions in the results column, four points in the series standings, and $180 in the night's class purse. Emig was understandably angry, and in the heat of the moment, he made a mistake.

Neither is it my intention to bash Crandall for delivering a wimpy fine. When levying punishment, the AMA is limited by the fact that the riders have widely varying incomes. Hard-working Honda privateer Rich Taylor was racing in that same main event at San Diego, and had he been hit with a fine for $1000, I bet he'd have a hard time paying it. I know I would.

So what's the answer? Should the AMA adjust the fine according to how much a rider makes? I don't think so. Had Taylor kicked LaRocco in the head, he wouldn't have been any less guilty than Emig. The AMA should be blind to a rider's economic status when it comes time to deliver a fine.

Ironically, the best answer I've heard thus far comes from a friend I have on the National off-road scene. This person wishes to remain anonymous, but is well-respected and quite successful at what he does. (In case you're wondering, he's not a rider, so his point of view should be fairly objective). Over the past few seasons, a couple of off-road series have been the venues of several heated clashes. Normally known for their strong rider camaraderie, the AMA National Hare Scrambles and Grand National Cross Country series are beginning to involve more block-passes and rammings than a typical supercross. This all escalated this March, at a combined Hare Scrambles/GNCC round in Tennessee. There, directly in front of the spectator area, title contenders Rodney Smith and Scott Plessinger blatantly took each other out in the final turn of the last lap. Who was at fault is immaterial - and not for me to decide. The fact is that it was harmful to the sport, and that it wouldn't have happened three years ago.

The AMA's response was a letter from member activities director Hugh Fleming to several of the country's top off-road riders, quoting an AMA rule. "...The AMA may suspend any rider for any period up to indefinite suspension for willfully violating any rules... (including) engaging in any unfair practice or action harmful to the sport of motorcycling..."

This crack-down is admirable, and shows that the AMA is concerned with the image of the sport. However, I have to wonder how effective it is, even if the guilty parties are eventually banned from one or more races. The AMA treats their off-road series as amateur sports, so fining the riders is definitely not an option in this case. Still, the fans like to see good racing among the top talents, and banning the best riders from participating could be just as harmful to the sport as a now-typical exchange between Scott Summers and Fred Andrews.

I think that my friend's plan could be the solution. Though I admit it's not perfect, it's much better than anything currently being used. His plan would not see offending riders fined dollar amounts, or suspended from racing, but instead, stripped of series points.

With my friend's plan (let's call it the Pointless Plan), it wouldn't matter how much money a rider made; the fine would be equally detrimental to riders of any income bracket without being subjective according to salary. The AMA wouldn't have to guess at how much a rider makes (perhaps more importantly, neither would I). Not only that, but the Pointless Plan wouldn't rob the fans of their favorite riders. In fact, fined riders would be even more desperate for points than before they were punished, and might be inclined to ride a round they had previously considered skipping. Perhaps the best part about the Pointless Plan is that it could be used in every form of AMA competition - professional or amateur. It would be equally effective, from the 80cc Intermediate class at the Loretta Lynn's Amateur Motocross Nationals, to the Superbike class at a National Road Race. With only one system to learn, the AMA could do a better job of refining the plan and ensuring its proper use.

As stated above, the Pointless Plan is not without its flaws. An argument could be made that it would punish some riders more than others. After all, being robbed of series points could conceivably cost Emig a series title - and with it a substantial amount of money. Taylor would probably admit that his chances at the Camel Supercross crown title are fairly slim. It could also be argued that the Pointless Plan could hurt the prestige of a high finish in the series in question. In other words, is a rider really champion if a faster competitor loses out due to dirty riding?

Still, that same argument could be made to support the Pointless Plan. Should a rider really win a title if the only way he can do so is by taking out his fellow competitors?

I think the Pointless Plan would be more objective and effective (not to mention corrective) than the systems currently being used. Don't get me wrong; I realize there are situations when it's best to turn the other cheek (after all, if the AMA is asking the riders to do so, they should be able to follow their own advice). Fortunately, the intentions of the AMA are good, so it is doubtful that we would have to worry about them levying fines in a subjective manner. They're already fair, the Pointless Plan would just allow them to do their jobs that much better.

The important thing is, with the Pointless Plan, the next time Emig got taken out by a rider in the main event at a Camel Supercross, he'd be more likely to realize that kicking the offending pilot in the head is - well, pointless. CN

IN THE WIND

Continued from page 3

who pre-enter for the May 14-15 Commotion by the Ocean will receive a free T-shirt. For more information, call 619/484-1441.

AUTOGRAPH SIGNING: At Roseville Honda/Kawasaki/Suzuki in Roseville, California, on April 29 from 6:00 p.m. to 7:30 p.m. Team Suzuki motocrossers Ezra Lusk, Damon Huffman, Jimmy Button, Brian Swink and Phil Lawrence are scheduled to appear. Call 916/782-2171 for more information.

FORMED: The Eastern Enduro Association, by 1979 ISDT gold medalist Darryl Kuenzer. For more information call 706/376-5232.

ELECTED: Art Olivier, to the City Council in Bellflower, California. Olivier became the first Libertarian party member elected to a city council in Los Angeles County. "In order to prevent laws being passed against motorcyclists, such as the helmet law and S.21, motorcyclists need to be part of the political process," Olivier said.

CORRECTION: In last week's issue, we inadvertently reported that the official race hotel for the April 23 Sacramento Mile was the Sheraton Suites Fairplex, when in fact, the Sheraton Suites Fairplex is the official race headquarters for the May 14 Pomona Half Mile in Pomona, California. For more information call 800/722-4055.

BORN: Nicholas Czajkowski, to Chester Czajkowski and his wife Denise in Burleson, Texas, on April 19. Czajkowski is the promoter/owner of Burleson MX Park in Texas. CN

LOOKING BACK...

25 YEARS AGO...
May 13, 1969

250cc Jr. class racers at Saddleback Park were featured on the cover. The leader wore leather pants, an open-face helmet, sunglasses, and no gloves... **Joel Robert** won the 250cc Swiss GP, topping **Marcel Wiertz** and **Don Rickman**... **Gary Bailey** topped the 250cc class at the Saddleback Park Golden State National aboard a Greeves, even though his seat fell off. **Tom Rapp** topped the 125cc class... A Webco kidney belt, made of rubber and naugahyde, was featured in the new products section... A good-sized ad placed by Floyd Clymer read: If the thief who took the 50cc Minarelli engine from the Indian display at the Sports Arena Show will return it, we will ask no questions and send him a Bible if returned by May 10. Or $100 reward for the arrest and conviction of the party who took it, if not returned by May 10...

15 YEARS AGO...
May 9, 1979

The '79 Championship Speedway Challenge was featured on the cover, with **Peter Collins** and **Dave Sims** battling for the lead... Defending Toyota Supercross Series Champion **Bob Hannah** won both legs of the Pontaic Supercross doubleheader, besting **Tommy Croft** and **Marty Tripes** on Saturday; and **Mark Barnett** and **Mike Bell** on Sunday. **Frank Stacy** finished ninth and sixth... **Mike Baldwin** and **David Aldana** led Team USA to victory at the Marlboro Transatlantic Trophy Match Races in England... **David Emde** and **David Aldana** teamed up to win the AFM On Any Sunday II Ontario 6-Hour Endurance Road Race... **Gary Van Voorhis** penned an article featuring the top up-and-coming rookie dirt trackers. The featured riders? **Wayne Rainey**, **John Wincewicz**, **Ronnie Jones**, **Charlie Roberts**, **Scott Parker** and **Tommy Duma**... **Jim Gibson** won the 125 and 250cc Pro classes at Saddleback Park. **Zapata Espinosa** topped the 250cc Intermediate class... **Randy Goss** topped **Terry Poovey** and **Steve Eklund** in the Turlock Short Track Expert main. **Jimmy Filice** won the Novice main...

5 YEARS AGO...
May 3, 1989

George Holland and **Jeff Stanton** scored the 125 and 250cc class wins at the Hangtown National MX. **Donny Schmit** raced a privateer Honda to second in the 125cc class... **Larry Roeseler** won the Shasta Dam GP... **Scott Plessinger** beat out **Ed Lojak** and **Scott Summers** for the Brown Jug 100 win... **Tommy Clowers** and **Joel Albrecht** were the top minicycle class performers at the World Mini Grand Prix. **Jeff Emig** won all four Pro classes aboard a Kawasaki... **Donald Upton** finished second in the 125cc Novice class at Perris MX... The all-new Bell Moto 5 helmet, complete with Rick Johnson replica graphics and a Troy Lee visor, cost $210... Yamaha-mounted **Ron Wood** finished second in the 250cc Expert class at the Carlsbad Short Track... **Kit Palmer** finished second in the 250cc A class at the Hobo Enduro... CN

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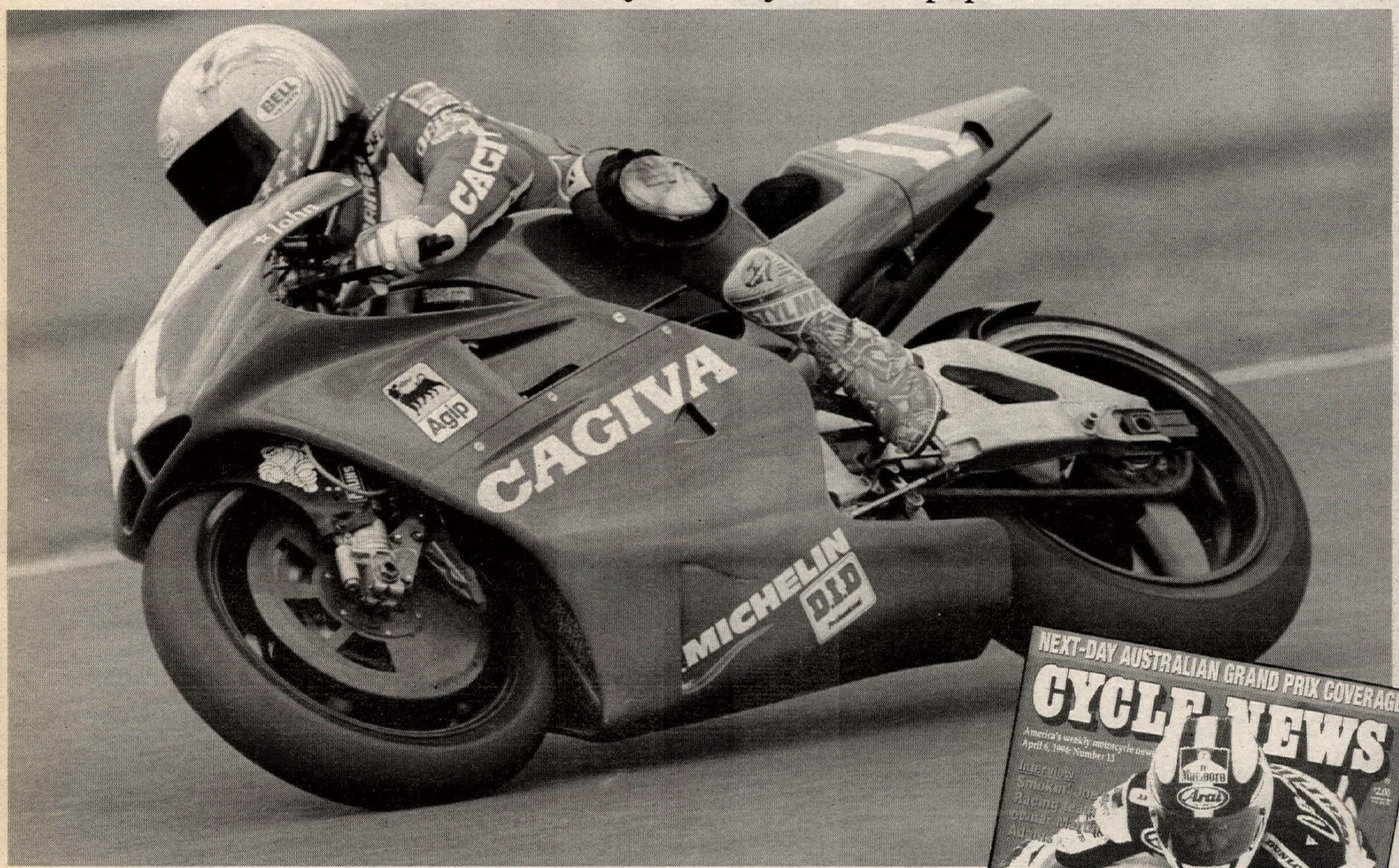

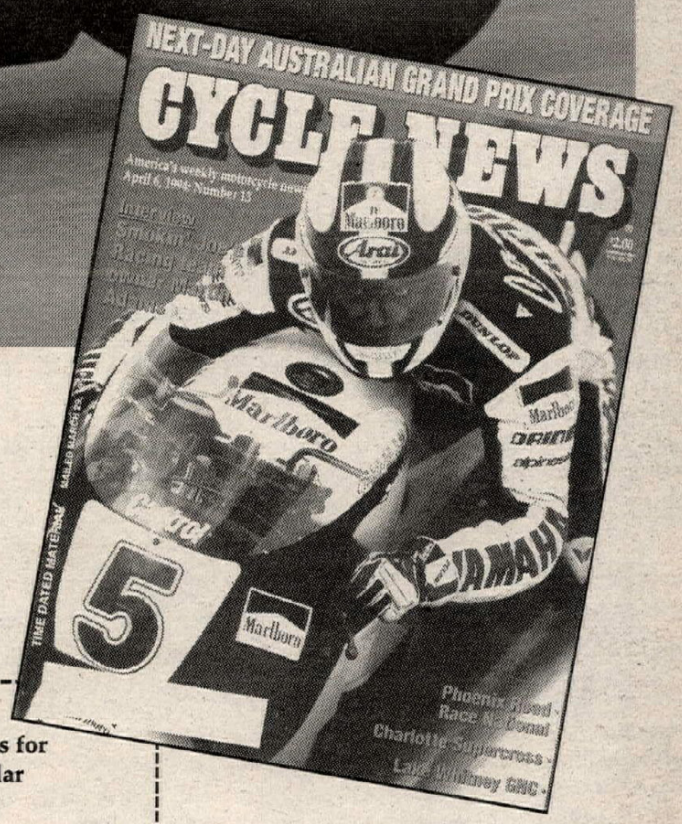

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